

DISTRICT OFFICE:
4404 W. LAWRENCE AVENUE
CHICAGO, IL 60630
TELEPHONE: 773/736-0218
FAX: 773/736-2333

CAPITOL OFFICE:
279 - S STRATTON BUILDING
SPRINGFIELD, IL 62706
TELEPHONE: 217/782-8198
FAX: 217/782-2906

e-mail: johnd@ilga.gov



JOHN C. D'AMICO
STATE REPRESENTATIVE
15TH DISTRICT

COMMITTEES:

CHAIRMAN:

- TRANSPORTATION: VEHICLES & SAFETY

VICE CHAIRMAN:

- ELECTIONS & CAMPAIGN REFORM

MEMBER:

- AGING
- LABOR
- TRANSPORTATION, REGULATIONS, ROADS & BRIDGES

Congressman Mike Quigley
3742 W. Irving Park Rd.
Chicago, IL 60618

August 6, 2013

Dear Congressman Quigley,

I am writing on behalf of northwest suburban and city residents who have been acutely affected by the increased air traffic and noise and are also very concerned about the environmental impact related to planes flying in and out of O'Hare International Airport. While communities in my district are already experiencing increased air traffic and noise complaints are up substantially, they are even more concerned about the October 2013 proposed increase in nighttime and daytime takeoff/landing traffic. This traffic is scheduled to increase 2 fold during daytime hours and 500% at night. Therefore, I ask that you support the following:

- Immediately halt the proposed October 2013 takeoff and landing plan. Instead, devise a neighborhood-based plan, working with community groups, businesses, the ONCC, and the FAA for fair allocation of air traffic between existing and new runways for day and night traffic.
- Support that the FAA conduct a Supplemental Environmental Impact Statement (SEIS) to verify what the real environmental impacts will be from this new runway utilization plan. Significant changes have occurred since the original EIS was done in 2005 and need to be addressed.
- Continue to utilize all existing and new runways.
- Expand noise monitoring and abatement programs to ensure specific communities are not unduly burdened.
- Make Fly Quiet the official mandatory policy for O'Hare.

I am concerned that when the original EIS was conducted in parks and parkways in Chicago and its suburbs, as well as in the Cook County Forest Preserve, trees were an important mitigating component in reducing noise and air pollution. In the Chicago area, the loss of ash trees has been significant and continuous. Their loss not only impacts current traffic patterns over

residential Chicago, but could also severely impact those areas which are slated to see sharp increases in air traffic from the new utilization plan. One significant way to account for these changes, per applicable federal laws that govern airport operations, is to do a SEIS.

Another concern I have is that the current Fly Quiet program was devised under the existing runway usage plan and relies heavily on interstate highways and forest preserves as alternate routes to reduce noise and pollution over residential areas. The new runway plan foresees the shifting of 85% of all O'Hare traffic in an east/west direction, but the FAA has not accounted for what modifications may be needed in the Fly Quiet routes given that few forest preserves run east/west. This program needs to be updated and airlines must be given real incentives to use these routes.

For these reasons, I respectfully request that the greatest possible care and consideration be afforded to the health, welfare, and well-being of the residents in northwest Chicago and suburbs who live, work, and own homes under O'Hare's current and proposed flight paths. Thank you for your consideration. Please do not hesitate to contact me if you would like to discuss this issue and my concerns further.

Sincerely,


John C. D'Amico

Cc: Congresswoman Jan Schakowsky
Mayor Rahm Emanuel
Alderman Michael Zalewski
Michael Huerta, FAA Commissioner
Barry Cooper, FAA Regional Commissioner
Rosemarie Andolino, Chicago Department of Aviation Commissioner
Edgebrook Community Association
Forest Glen Community Club
Hollywood-North park Community Association
Sauganash Community Association
Jac Charlier, FAiR Coalition