

**FAiR***Allocation in Runways***FAiR Solutions:**

Use all existing and new runways
Neighborhood-based air traffic plan
Mandatory Fly Quiet
Noise monitoring and abatement
Environmental Impact Statement

FAiR gathers democratically as a citizen led initiative to build community

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FAiR Responds to Mayor Emanuel's Runway Deal: Mayor Chooses to Sacrifice Even More People for Money and Concrete; He and Commissioner Evans Do Not Care

The Fair Allocation in Runways (FAiR) Coalition opposes Mayor Rahm Emanuel's announced deal to begin construction of the final new runway proposed in the O'Hare Modernization Plan (OMP) until he directly asks the FAA to recommend keeping and using the 14/32 diagonal runways to more evenly distribute air traffic around the O'Hare area. FAiR representatives last week met with Mayor Emanuel and Aviation Commissioner Ginger Evans and were told that while the mayor was "sensitive" to the experiences of people that he would "probably not" even ask the question that could open the door to keeping and using the diagonal runways at night and in off-peak hours under current FAA and NTSB safety directives.

"We weren't necessarily surprised by the announcement; the mayor telegraphed that this was in the works a few weeks ago," said Colleen Mulcrone. "But why waste our time? Mayor Emanuel could only have been hoping to repair his badly damaged image by appearing to care about north and northwest side residents. The attempt to placate us by letting us 'have our say' and then offer nothing is a completely transparent attempt to curry favor with voters. Well, people feel angrier than ever that someone with his enormous influence refuses--flat out refuses--to put people's health and welfare ahead of what is clearly a flawed plan. He said he'd get the FAA to act last spring in the runoff, in a debate, and now refuses to act. Was he lying? Either way, the message is that he does not care about this part of the city."

The proposed runway, 9C/27C, would put another new east-west flight path approximately over Glenlake Avenue (Glendale in Park Ridge.) According to the OMP's final Environmental Impact

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Statement (EIS), at full buildout the new runway would handle 22% of daytime arrivals, impacting the already hard-hit 41st, 39th, 40th and Park Ridge, plus parts of the 48th, 49th and 50th wards. At current demand that would be an average of approximately 270 flights per day. But if the OMP achieves its goal of 1.3 million operations annually, the new runway would average 390 flights per day. 27L would shift to departures during the day, sending flights over new parts of Elk Grove Village, Wood Dale and Itasca. And because 9C / 27C would be positioned just 1500' north of 9R / 27L, arrival noise relief would be minimal. The 27L flight path would still experience 60% of overnight arrivals, according to the CDA (see attachment). In addition, the new runway would only be 1500 feet north of existing 9R/27L, so communities currently experiencing noise from operations on that runway would still hear noise.

“The OMP has over-promised and under-delivered, as FAiR and so many other elected officials have pointed out,” said FAiR Leader Helen Rosenberg. “The CDA and Mayor Emanuel seem to keep having to solve things and make up solutions as they go along, when the obvious one is to keep in place what has successfully worked for so many years: the diagonal runways. There is a huge and growing human problem that will not go away, and that’s what Mayor Emanuel, Commissioner Evans and every mayor and commissioner going forward are going to have to deal with. Unless this is fixed now, Mayor Emanuel’s and Commissioner Evans’ legacy will be the concentration of noise, visual, and air pollution over a narrow band of people and neighborhoods, and all the negative health and economic impacts that follow.”

Added Linda Waltz, FAiR leader and Wood Dale resident, “With the promise of Western Access, the western suburban mayors, village presidents and trustees are walking away from the 14/32 diagonals and are doing the exact same thing to their residents as Mayor Emanuel is doing to the city’s residents. It is now clear that the Suburban O’Hare Commission and their aviation consultants JDA have had a much more ambitious collaboration with Commissioner Evans and the CDA than just Fly Quiet recommendations. People’s health, quality of life and property values should not be sacrificed for the profits of others. If they go along with the mayor’s plan, they’re just as cold blooded as he is.”

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The Fair Allocation in Runways (FAiR) Coalition is a rapidly growing movement of citizens and civics on Chicago's North and Northwest side and the near Northwest suburbs. FAiR is the leading voice for both city and suburban residents negatively impacted by the new runway takeoff and landing patterns. FAiR supports the economic engine that is O'Hare while also seeking a real role in when and where those engines fly over the residents, homes, parks and schools of impacted communities. FAiR recognizes that two more runways are yet to be completed and the problems posed by yet more massive increases in airplane traffic will only become worse if citizens do not have a voice in the process.

FAiR requests residents report airplane noise complaints online throughout the day and whenever a noise complaint should be filed with its 1-click noise app, found at www.fairchicago.org. Citizens and civic organizations are invited to learn more about and join FAiR at www.fairchicago.org. FAiR is also on Facebook and Twitter @fairchicago.

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