

**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

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FAiR Releases 2013-2015 O'Hare Flight Operations Data: Citizens Get True Picture of Life Under OMP Flight Paths

The Fair Allocation in Runways (FAiR) Coalition this week made available to all citizens a way to get a true picture of the actual, not average, number of flights over their homes and neighborhoods. FAiR obtained this information from the Chicago Department of Aviation via Freedom of Information Act (FOIA) requests and compiled operations data for every arrival and departure into and out of O'Hare from January 2013 (pre-change in flight patterns) through August 2015.** The data, organized by year, month, and arrivals or departures, can be found here:

<https://drive.google.com/folderview?id=0BymVw5b4BLVIMUFMSFVmekRMSTA&usp=sharing>

“The monthly reports CDA provides at the O'Hare Noise Compatibility Commission meetings issue these numbers in averages. Well, life isn't lived in averages, and this information demonstrates the outrageous number of planes flying over the densest communities both day and night, and on the same runways when other options--the diagonal runways--exist.” said Colleen Mulcrone, FAiR leader. “What is especially egregious are the consecutive number of hours tens of thousands of people have had to endure the noise and pollution--on some days not a single plane-free hour. The mayor has stuck with this bad plan and has forced these conditions on citizens. It absolutely has to stop.”

The data show hourly arrival demand, the measure by which the needed runway capacity is determined. Most of the daytime hours, O'Hare operates in the 60-85 arrivals per hour range. Peak demand is currently being met. More runway capacity would only allow more operations during daytime hours but offer no noise benefit to residents. Further, the promise of noise relief at full build-out is questionable: operations would need to be capped at today's levels for residents to experience relief. By 2021, even with modest growth projections, all areas east and west of the airport will have more noise from overall increased operations, despite a percentage being redistributed to a new runway. The increase in operations would outpace any promised noise relief, something CDA has failed to note in its calculations.

Citizens are encouraged to use this information to bolster upcoming property tax appeals as townships open, or on a second appeal with the Board of Review if they were not awarded a reduction or

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felt their reduction was not sufficient. In addition, raw numbers showing massive numbers of planes concentrated over narrow bands of neighborhoods and suburbs coupled with the surge in noise complaints since flight patterns shifted in October 2013 again raise serious questions about the costs and benefits of the O'Hare Modernization Plan (OMP). "Everything about this plan has been an empty promise," stated Mulcrone. "Not only citizens, but the elected officials who represent us, should be asking hard questions about the benefits that haven't materialized while the real, lived human costs continue to increase and become more apparent. The OMP is delivering Only More Planes, when it could keep the diagonal runways as Options for More People." Added FAiR member Dan Dwyer, "The data reveals what people have known for two years: this plan is not delivering on its promises and is compromising the well-being of hundreds of thousands of city and suburban residents. CDA keeps offering short-term diversions to even more long-term noise, something that we'll have no option to address with the loss of the diagonals. Find the worst day in that data that you experienced noise: if the city has its way, that will be the norm, day and night."

****Note:**

CDA was unable to provide complete data or provided duplicate data on some days. These have all been noted. The data contains some anomalies in runway designations, evident in single digit arrivals and departures on seldom used or closed runways, or operations with no runway designation which are totaled in the "Blank" column. It is unknown if these errant designations indicate an actual operation on another runway, therefore all aircraft operations have been counted in order to correlate to the raw data. However, the "Blank" tallies create a perpetual imbalance in operations favoring departures.

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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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