



**FAiR Solutions:**  
Neighborhood-based air traffic plan  
Mandatory "Fly Quiet"  
Noise monitoring and abatement  
Environmental Impact Statement  
Use all runways

*FAiR gathers democratically as a citizen led initiative to build community*

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**FOR IMMEDIATE RELEASE**

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## **FAiR Skeptical About Mayor's Selection of Ray LaHood to Lead Search for New City Aviation Chief**

The Fair Allocation in Runways (FAiR) Coalition is greeting with skepticism Mayor Rahm Emanuel's choice of former United States Department of Transportation Secretary Ray LaHood to lead the search for a new head of Chicago's Department of Aviation (CDA). FAiR is wondering whether Mr. LaHood will seek candidates open to truly partnering with O'Hare's communities, given his prominent role in pushing the O'Hare Modernization Plan (OMP) through and the clear lack of transparency, community invitation and involvement during that process.

"It was the pressure FAiR brought that led to the previous Aviation Commissioner's resignation. If the hiring process for a replacement Commissioner does not include a real seat at the table for FAiR, then FAiR declares the new Commissioner illegitimate from day 1. The next commissioner absolutely must be someone who invites FAiR to a real seat at the table in full participation in the decisions about runway use and the distribution of flights over our communities," said FAiR leader Jac Charlier. "The fact that Ray LaHood is leading the candidate search--the same person who basically midwived the expansion when the airlines themselves were questioning the costs and benefits of the OMP--well, that doesn't inspire a lot of trust from city and suburban residents who live day and night with the constant flow of planes, noise and pollution over their homes and neighborhoods."

Other airports both in the United States and overseas have become increasingly responsive to residents' concerns and complaints about noise and pollution, and have taken steps to actively engage with those areas most impacted by flight path changes, added runways, or increased capacity. Just this past March, New York Governor Andrew Cuomo directed the Port Authority to hold new community roundtables, increase the existing portable noise monitors, and implement what is known as a Part 150 noise study to examine effects on communities near LaGuardia and JFK Airports.



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And just this past June airports in Burbank and Van Nuys California have been working to create a real Fly Quiet program with the assistance of their local Congressmen and the full support of local airport authorities.

Charlier notes, "If other major cities dealing with similar volumes of air traffic can so actively engage and respond to the concerns of the impacted communities, why should Chicago and its Department of Aviation be any different? And why should they do any less?"

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The Fair Allocation in Runways (FAiR) Coalition is a rapidly growing movement of citizens and civics on Chicago's 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.