



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

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

**July 24, 2014**

**FOR IMMEDIATE RELEASE**

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### **Fair Allocation in Runways (FAiR) Coalition Says Additional Noise Monitors Welcome, But Only One of Many Steps They Expect to Take Place**

The Fair Allocation in Runways (FAiR) Coalition is pleased that Mayor Rahm Emanuel (D-Chicago) is joining with other politicians and starting to finally acknowledge the real problem of airplane noise and pollution on the Northwest Side and the near NW suburbs. Following the start of FAiR's Summer 2014 door hanger campaign begun less than 2 weeks ago, Mayor Emanuel appears to have embraced FAiR's 4th Policy Position (FAiR Fall 2013 Policy Statement is attached) and will deploy eight additional noise monitors among city and suburban neighborhoods most affected by the October 2013 changes in takeoff and landing patterns at O'Hare Airport that were made without any real community input. The Mayor is very late on arrival and he clearly made a political miscalculation on how to proceed when he first learned of the issue from FAiR in July 2013.

FAiR expects the four Chicago aldermen charged with deciding on locations for the noise monitors to distribute them equitably among the communities under all current flight paths, east and west of the airport, city and suburbs. "We absolutely must begin to form an accurate picture of the high frequency of flights and drastically increased noise citizens are enduring at all hours of the day and night--something, by the way, that was grossly underestimated in the FAA's original Environmental Impact Study in 2005," said Lisa Ziems, FAiR leadership team member.

FAiR, formed in March 2013, advocates for more thorough, complete and transparent noise monitoring and reporting, yet recognizes that this is just one of many steps in what must be an ongoing, longer-term and comprehensive process to reevaluate the tangible human costs of the O'Hare Modernization Plan (OMP). FAiR also recognizes that for those suffering now, especially our suburban chapters, noise monitors mean little. Of primary importance, however, is that the decision making process at O'Hare ensures real and substantive participation by the residents who have been forced to sacrifice their quality of life without having had any real input into the October 2013 changes made at O'Hare or those yet to be made in 2015.

To that end and in regards to the newly won airport noise monitors FAiR advocates for the following:

- Citizen input be solicited from residents and civics on noise monitor placement.
- Real protocols be developed so that final placements can readily be articulated to impacted residents.\*
- That these eight additional (and future) noise monitors be made permanent and their data be included in the current monthly reports for noise monitoring.
- Once locations are identified, that the City of Chicago and Chicago Dept. of Aviation inform the public clearly on when the monitors will be installed and when they will be operational.

"This is a start by the Mayor, but it's not anywhere near enough. The Mayor has underperformed on this issue in a big way. He does not understand or care about the Northwest side of the city, that's been made very clear." added Robert Murphy, another member of FAiR's Leadership Team.

FAiR is a coalition of community organizations dedicated to the equitable distribution of O'Hare aircraft traffic

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Jac Charlier, FAiR leader and co-founder added "The FAiR Coalition still awaits a response from the Mayor on our 7 requests to meet. Our Coalition continues its rapid growth and we are now the largest movement on Chicago's Northwest side. We are bigger than any political campaign but the Mayor continues to avoid the voters. He has chosen to fly out of range of the citizens on an issue impacting tens of thousands. The Mayor was just at Wildwood Elementary School on the Northwest Side this week, and yet he had nothing to say about the planes flying overhead repeatedly throughout the press conference. In the language of today's youth, this is an "epic failure" on his part. Yet, we just keep going forward; we are not going away. We are here to stay. Where in the world is Mayor Emanuel?"

\*The Mayor's press release states that: "The CDA uses several technical criteria to identify possible locations for new monitors, such as proximity to flight paths, distance from the approved noise contour, area of coverage by existing monitors, ambient noise levels in the proposed area, and access to utilities. After general areas are identified, the CDA works with the local communities to select precise locations. The CDA then orders the noise monitors, obtains local permits and approvals for the monitor installations, installs the monitors and integrates them into the existing system, and finally validates the data." While this appears to be a professional process, there is no mention of actual placement protocols applied to the location choice. It basically comes down to: where does the alderman want it? FAiR believes that new noise monitors be placed directly under primary flight paths in order to accurately report on noise levels present along these flight paths. Additional noise monitors may also be placed off of primary flight paths in order to supplement the information gleaned from the monitors under the primary flight paths and better determine the spread of noise present in any given area but these additional monitors will only be placed after the primary flight paths have been covered.

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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.

FAiR requests residents report airplane noise complaints online throughout the day at [www.fairchicago.org](http://www.fairchicago.org) or 800-435-9569. Citizens and civic organizations are invited to learn more about and join FAiR at [www.fairchicago.org](http://www.fairchicago.org). FAiR is also on Facebook.