



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

Commissioner Ginger Evans  
Chicago Department of Aviation  
10510 W. Zemke Drive  
Chicago, IL

August 7, 2015

Dear Commissioner Evans and Mayor Emanuel:

The Fair Allocation in Runways (FAiR) Coalition has had the opportunity to review the detailed response you provided last week to our proposals for solutions.

Unfortunately, these first steps do not in fact achieve the goal of **fairly allocating air traffic**. To do so would require a true commitment to balancing noise and pollution impacts north and south, east and west, both day and night. Your recommendation to rotate nighttime noise seems, in theory, like a positive proposal. However, without the utilization of both 14/32 diagonals, this will offer very limited noise relief. In fact, this proposal will impact the exact same neighborhoods east and west currently enduring frequent, constant disruptions and do nothing to direct flights over less populated areas. Nor does this proposal promote a more fair distribution of flights over neighborhoods during the daytime hours when people want to enjoy their yards and parks, conduct business in their homes, or have windows open. Finally, given the limitation of the narrower and shorter east-west runways currently in use and yet to be built/commissioned, your proposals call into question whether the wide body, 4-engine jets arriving at night--especially cargo flights--would be able to use runways different from the ones already being predominantly and disproportionately used overnight under the current Fly Quiet program. As to the full build-out as the ultimate solution to balance operations and therefore mitigate noise, this simply means more planes over more people in a narrow, highly residential geographic area as capacity increases, especially with NextGen reducing the intervals between flights.

FAiR members and supporters will meet with FAA representatives next week to learn more about the runway opening in October and to make sure that the real, lived experiences by real people under this plan are documented. The current EIS draft indicates a very limited utilization of this new south runway, 10R/28L. Predicted east-flow arrivals (under 10 %), with no overnight usage, will not do much to help balance the overall capacity. We will continue to press the FAA and work with our elected officials and other members of the community to make sure that no solutions that can be reasonably considered are removed from discussion. The conversations that began with the MoU signed in Springfield as part of HJR087 need to serve as a starting point for more dialogue on this issue. FAiR Leadership and elected officials expect that

our conversation will continue, without being filtered through another community organization such as ONCC. We also again call for Mayor Emanuel, the temporary custodial owner of O'Hare airport (the people are the legal owners) to be part of the conversation. He is responsible for all decisions made at O'Hare and FAiR continues to ensure his decisions, whether they help or hurt the communities on the ground, are made known to the public.

No one discounts the safety directives, efficiency needs and the economic value of O'Hare, and we understand and recognize that CDA is answerable for those things and must operate within a regulatory framework. However, since the flight pattern changes in October 2013, the people living with the impacts are contending with our own new safety risks from exposure to noise and pollution, our own new and personal efficiency issues due to lack of sleep or stress from the planes, and our own new, real and serious concerns about economic loss on what is for most of us the biggest investments of our lives: our homes. Those risks and concerns are not going away, and they cannot be minimized, discredited or dismissed. The people who are O'Hare's neighbors, whether 2 or 20 miles away, deserve nothing less than an exhaustive study of solutions that includes keeping the diagonals for specific uses under specific conditions when safety permits--as they are currently being used. With the breathing room now allowed by SB 636, we will push for the dialogue begun here to continue, we will demand that FAiR's solutions be presented to the FAA for review, and, as Congressional Representatives Quigley, Schakowsky and Duckworth urged last week, that the FAA actively participate in that dialogue so its officials can engage directly with the people affected by its decisions. 2MM noise complaints and counting, 42,000 people complaining from 30 miles west of O'Hare to the lakefront, a whole neighborhood in Bensenville living with unimaginable and constant noise and vibrations just 3,800 feet from the end of a runway--all these things indicate that something is fundamentally flawed and demands a revision; it demands that the real costs to real people be given equal weight as the costs of this flawed plan.

FAiR began as a way for people to have a voice about an issue in which they had none. More than planes, pollution and noise, FAiR is about democracy. Citizens have the right to raise their voices to question and challenge the decisions and proposals that have so eroded their lives and health, and demand real solutions from those who make the decisions. We need to see that Chicago's Aviation Commissioner and Mayor are as committed as we are to a world-class city with world-class airports that refuses to sacrifice world-class neighborhoods and put profit over people.

Sincerely,



Colleen Mulcrone  
on behalf of Fair Allocation in Runways Coalition

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

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