



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

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

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## **Is OMP Fatally Flawed? Pilots Refuse to Land at O'Hare.**

So what happens when you spend 10 billion dollars (and counting) without considering the aircraft that need to be able to land at O'Hare in all types of weather? The answer is you end up with an airport that pilots would rather circle than accept the runway they were assigned by Air Traffic Control (ATC). This is what happened on May 25<sup>th</sup> 2016, when thunderstorms shut-down all the parallel runways at O'Hare, resulting in a switch to the 4/22s, the only cross-wind runways to remain at OMP full build-out.

Through Freedom of Information Act (FOIA) requests, the Fair Allocation in Runways (FAiR) Coalition obtained voice recordings of exchanges between the managers at three ATC facilities during this incident. Conditions on the airfield involved rain, low visibility, and reports of wind shear [Clip 1](#). Four pilots, all from different airlines, flying wide-body jets (or "heavies") on international routes were identified by ATC as "refusing the 22s" [Clip 2](#). So now what? Fortunately for the pilots and passengers on board, the FAA's ATC facilities recognized runway 14R as "the best option" [Clip 3](#) [Clip 4](#), to which the O'Hare Tower eventually yielded and allowed the aircraft to land [Clip 5](#).

Wait a minute, isn't 14R (now designated 15) scheduled for decommissioning in 2018? Yes, a runway that ATC considers the "best option", and the airport's longest remaining crosswind runway, will no longer be an option in these situations. At OMP full build-out, O'Hare will have the shortest cross-wind runways of any of the "modern" airfields to which it has been compared such as Denver and Dallas/Ft. Worth. This is despite a trend toward larger aircraft, including the addition of a gate for the Airbus A380.

At least these were isolated incidents, right? Unfortunately no, with the most recent event occurring on October 16th where once again, Runway 15 was required in poor weather. The traveling public is owed an explanation as to what is going wrong with OMP that is making pilots and ATC uncomfortable. We rely on pilots and ATC to get us safely to our destination, and put our faith in their expertise and judgment. Their track record of keeping us safe in challenging conditions is unquestionable, something clearly exhibited on May 25<sup>th</sup>, 2016. The question is whether OMP has defined the right priorities for this to continue.

The link to the original recording is included below. This file is too large to play and therefore must be downloaded. [Full FAA Recording](#)

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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](http://www.fairchicago.org). 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 and Twitter@fairchicago.

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