

Message:

-----  
Ms. Mowery-Schalk,

Good morning.

I am writing to you as part of a rapidly growing Coalition of civic organizations and residents in regards to the upcoming October 2013 proposed changes to the takeoff/landing runway patterns at O'Hare airport. The FAiR Coalition (Fair Allocation in Runways) requests the FAA, and you as our region's top FAA administrator, immediately halt plans to change the proposed runway usage patterns so they are fairly allocated. Instead, we request that the FAA, and you as our region's top FAA administrator, devise a neighborhood-based plan, working with FAiR and other civic and business groups most impacted by changes to O'Hare takeoff/landing patterns. The FAiR Coalition supports O'Hare and the economic engine that it is, but the manner by which decisions were made as to when and how often the planes and their engines are to pass over our neighborhoods, parks, schools, businesses and streets is simply not fair.

For more information, please see our Change.org petition, which has garnered over 1,000 signatures in less than 2 months of being active:  
<https://www.change.org/petitions/faa-immediately-halt-plans-to-change-runway-usage-in-october-2013>

While the petition is a rapid measure of our growing strength, we are more importantly very quickly reaching out to every civic and business organization from the lakefront to O'Hare that is in the new proposed flight path area to raise awareness of the changes and grow the Coalition. Finally, we have begun to meet with and continue to set new meeting dates with elected officials at all levels of government.

As FAiR seeks a collaborative, new runway/takeoff plan, I request to meet with you to discuss how we can best move forward together. Please contact me with any questions. I look forward to hearing from you. Thank you, in advance, for your attention to this critical issue to 1,000+ and growing neighbors of O'Hare.

Jac Charlier  
[REDACTED]



May 2013

## Policy Statement

The O'Hare Modernization Project (OMP) is a Federal Aviation Administration (FAA) proposed change to landing and take-off patterns that is due to take effect in October 2013 if we are not successful in stopping it. The OMP will drastically increase air traffic over both northwest (NW) Chicago and the near NW suburbs by shifting current airplane traffic, now arriving from many directions, into landing and take offs from only two directions, East and West, directly over the NW side of Chicago and near NW suburbs. In addition, the project intends to shift 85% of all nighttime landings to routes directly over the NW side.<sup>1</sup>

This massive shift in airplane traffic puts the burden of noise, fuel, air and visual pollution almost solely on the residents and businesses of the Northwest side of Chicago and the near NW suburbs. Nearly all these communities predate O'Hare's conversion to a commercial airport in the '50s and this shift is neither necessary nor desirable. This concentrated increase in airplane traffic will negatively impact the health and quality of life for residents and businesses on the NW side of Chicago and the NW suburbs.

Fair Allocation in Runways (FAiR) Coalition proposes the following solutions:

1. Immediately halt the proposed takeoff and landing plan. Devise, instead, a neighborhood-based plan, working with community groups, businesses, the ONCC and the FAA, for *fair* allocation of air traffic between existing and new runways and day and night air traffic.
2. Support the City of Park Ridge's request that a Supplemental Environmental Impact Statement (SEIS) be conducted to verify what the actual, 2013 environmental impacts will be from this new plan. Significant changes have occurred since the original EIS was done in 2005 and need to be addressed.<sup>2</sup>
3. Continue to utilize all existing and new runways.
4. Expand noise monitoring and abatement programs to ensure specific communities are not unduly burdened.
5. Make "Fly Quiet" the official mandatory policy for O'Hare.<sup>3</sup>

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

Contact: Jac Charlier • [REDACTED]

<sup>1</sup> The new OMP will condense O'Hare air traffic to three main runways known as 9R/27L (Thorndale), 10L/28R (Lawrence) and 28C/10C (Wilson). In addition, this plan would shift 85% of night traffic from current runways to Thorndale, in an east-west flow between 11PM and 6AM.

<sup>2</sup> The following are some of the significant reasons why a SEIS is needed:

- The current method for determining if sound level from planes is high enough to for soundproofing is based on averaging sound over a 24-hour period ("DNL" – Day Night Level), which does not accurately reflect the stress of noise to area residents.
- The noise contour has not been updated since the 2005 EIS "Record of Decision" ("ROD") for O'Hare modernization. An update is required at the end of the modernization plus five years, which tentatively puts this out to 2025. Homes outside the current EIS contour, which are experiencing greatly increased levels of noise, will not be offered sound proofing until that time.
- The loss of hundreds of thousands of ash trees since 2005 was not addressed in the 2005 Environmental Impact Statement (EIS) which cited suburban, urban and Cook County Forest Preserve District trees as a component of the air and noise pollution mitigation. The loss of these trees is significant. Chicago trees alone save taxpayers millions of dollars in energy savings as well as reducing air pollution in a study completed by the US Department of Agriculture (Gen. Tech. Rep. NE-186, 1994).
- Carbon dioxide emissions from jet aircraft are not included in the 2005 EIS and are not regulated.
- Ozone and particulate matter measured and reported in the 2005 EIS, are now well above current EPS standards.
- The FAA's Next Gen technology will allow more planes to land and takeoff on each runway concentrating noise into a virtual railroad track in the sky in approaching or departing from runways.

<sup>3</sup> Fly Quiet Program is currently a voluntary program that encourages pilots and air traffic controllers to use designated nighttime preferential runways and flight tracks that direct aircraft over less populated areas, such as forest preserves, highways, and industrial areas (source: Chicago Dept. of Aviation).

### **ACTION YOU CAN TAKE NOW**

**Let your voice be heard. Register aircraft noise reports at:**

**<http://www.oharenoise.org>**

Scroll down to the box labeled **Noise Complaints** and click the link for **Noise Online**.

*Or call 800-435-9569 to report aircraft noise.*

You can help quiet our skies.

**Sign the FAiR Petition. Make sure your voice is heard.**

**<http://www.change.org/petitions/faa-immediately-halt-plans-to-change-runway-usage-in-october-2013>**

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

Contact: Jac Charlier • [REDACTED]