

Policy Statement

The O'Hare Modernization Project (OMP) includes Federal Aviation Administration (FAA) changes to landing and take-off patterns that took effect on October 17, 2013. The OMP drastically increases 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.¹

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.

The Fair Allocation in Runways (FAiR) Coalition (www.fairchicago.org) proposes the following solutions:

1. Immediately halt the October 2013 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. 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 this has to be addressed.²
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.³

Sign the FAiR Online Petition to halt the takeoff and landing plan.

www.fairchicago.org

¹ 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.

² 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.

³ 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).

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*

A minute of your time will help make our skies quieter

Sign the FAiR Online Petition to halt the takeoff and landing plan.

www.fairchicago.org