



Allocation in Runways

FAiR Solutions:

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

FAiR gathers democratically as a citizen led initiative to build community

FOR IMMEDIATE RELEASE

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Plane slides off runway at O'Hare

At 1:10AM Sunday, December 18th, 2016, United Airlines Flight 441 slid off runway 4R/22L as it was arriving from Orlando during a weather event. Visibility was low with light snow and crosswind gusts from the NW approaching 30mph for the Boeing 757. Under these conditions O'Hare would have previously landed this aircraft on the longer 32L or 32R, into the wind as opposed to crosswind. 32L has been closed to arrivals since 2010 and 32R was permanently closed in August of 2016.

The O'Hare Modernization Plan (OMP) has eliminated the airport's capability of maintaining its previous safety margins by removing these critical crosswind runway options. These wind and weather events are not uncommon, increasing the possibility of more accidents as the limits of the aircraft are pushed on runways poorly suited for these conditions. There have already been incidents this year with pilots refusing to land on the 4/22s in poor weather.

Not only does O'Hare no longer have a suitable arrival runway for these crosswind conditions, but the 4/22s that remain, are not equipped with Category II or III Instrument Landing System (ILS). Thus, although the aircraft are equipped, the instrumentation on the ground **does not** exist to land in conditions

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where the runway visibility for pilots is less than 1000ft. The 14/ 32's had this capability but it was removed as part of the OMP.

FAiR has continually reminded the FAA, CDA, and the ONCC to keep the 14/32 diagonals, for exactly the reason the December 18th incident and prior incidents have brought to light. Prior to OMP, Air Traffic Control would have never attempted to land in 30mph crosswinds with snow and poor visibility.

Unfortunately, to the proponents of OMP, this is an acceptable risk for improved efficiency. The question remains whether the FAA and CDA will fix this significant discrepancy or wait for another accident, with the potential for serious **injuries** and **fatalities**. Fortunately, there is still time to save diagonal runway 15/33 (formerly 14R/32L) from the same fate as 14L/32R, and preserve the clear safety benefits this runway offers in severe weather operations at O'Hare.

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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. Citizens and civic organizations are invited to learn more about and join FAiR at www.fairchicago.org. FAiR is also on Facebook and Twitter @fairchicago.

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