



HR0500

LRB099 12426 GRL 35728 r

1 HOUSE RESOLUTION

2 WHEREAS, The neighbors of O'Hare International Airport  
3 understand the importance of this airport to Illinois' economy  
4 and its supply of good jobs; and

5 WHEREAS, The neighbors of O'Hare want to take an active and  
6 friendly role in helping the airport deal actively with its  
7 many noise problems; and

8 WHEREAS, Among the sponsors of this resolution are  
9 individuals who have talked with representatives of the City of  
10 Chicago and who appreciate the work that Chicago is doing to  
11 improve the technology that it is investing on gathering noise  
12 pollution data and improving data communications and database  
13 technology to consolidate and store this data; and

14 WHEREAS, This is not the first time that Chicago has  
15 reached out to its "noise neighbors"; as part of its long-term  
16 expansion plans, Chicago and many of O'Hare International  
17 Airport's principal airlines have maintained multi-year  
18 voluntary noise abatement flight procedures, instituted in  
19 1997 and continuously revised since then as the "O'Hare  
20 International Airport Fly Quiet Program"; and

21 WHEREAS, The voluntary flight procedures included in the

1 Fly Quiet Program include approved, recommended aircraft  
2 pathways for safe commercial jet takeoffs from O'Hare  
3 International Airport; and

4 WHEREAS, The O'Hare Fly Quiet Program releases quarterly  
5 reports to measure compliance with the elements of the Program,  
6 including compliance by airlines and their pilots with approved  
7 runway departure flight paths; these reports show that, as of  
8 2015, many aircraft departures currently deviate significantly  
9 from the approved "Fly Quiet" flight paths, thereby imposing  
10 noise pollution upon substantial areas of residences, schools,  
11 commercial and industrial structures, as well as property  
12 owners, whose properties are not sufficiently monitored for  
13 noise pollution and are not sufficiently mapped as impacted by  
14 aircraft noise; and

15 WHEREAS, The Fly Quiet report published by the Chicago  
16 Department of Aviation and covering the fourth quarter of  
17 calendar year 2014 showed massive partial compliance and  
18 noncompliance with Fly Quiet runway departure guidelines, with  
19 one runway departure point (22L) showing only 40% of aircraft  
20 departure flight paths being implemented so as to keep the  
21 aircraft within 0.5 nautical miles of the approved takeoff  
22 pathway, so that 60% of the planes during this time period,  
23 taking off from this runway location, applied engine power and  
24 climbed into the sky while the plane was located at least 0.5

1 nautical miles or more away from the approved pathway; and

2 WHEREAS, Above and beyond runway departure point 22L, other  
3 O'Hare International Airport runway departure points also  
4 showed significant patterns of partial compliance and  
5 non-compliance with Fly Quiet takeoff flight path guidelines in  
6 the fourth quarter of 2014; and

7 WHEREAS, These examples of partial compliance and  
8 noncompliance impose substantial financial and quality-of-life  
9 burdens upon the neighbors of O'Hare International Airport,  
10 including individuals and businesses that understand the  
11 importance of the airport and want to be good neighbors; and

12 WHEREAS, The airlines that operate at Chicago O'Hare  
13 International Airport also have many other interrelationships  
14 with the City of Chicago, the Federal Aviation Administration  
15 within the United States Department of Transportation, and many  
16 other entities; and

17 WHEREAS, These airlines include the use of a specified  
18 number of departure gates and related support facilities;  
19 access to these departure gates and these support facilities  
20 are essential assets for doing passenger and cargo business at  
21 O'Hare International Airport; access to support facilities is  
22 an essential asset for doing non-passenger cargo business at

1 the same airport; and

2 WHEREAS, Whenever an airline changes hands, and under a  
3 wide variety of other circumstances, access to major airport  
4 departure gates and support facilities is closely looked at by  
5 the owner of the airport, the United States Department of  
6 Transportation, and many other stakeholders in the United  
7 States airline industry; and

8 WHEREAS, The O'Hare International Airport Fly Quiet  
9 Program should be elevated to the rank of an independent,  
10 autonomous stakeholder in any future decisions made by O'Hare  
11 International Airport and its partners that will affect future  
12 allocations of airport departure gates and support facilities;  
13 therefore, be it

14 RESOLVED, BY THE HOUSE OF REPRESENTATIVES OF THE  
15 NINETY-NINTH GENERAL ASSEMBLY OF THE STATE OF ILLINOIS, that we  
16 state the belief that O'Hare International Airport's noise  
17 monitoring technology should be coupled with  
18 artificial-intelligence software to the maximum extent allowed  
19 by current technology in order to match the noises perceived by  
20 each station at each time to specific individual flight  
21 operations and the operations of individual airline firms and  
22 to gauge the compliance of each individual airline firm with  
23 the noise, time-of-day, and flight path guidelines set down in

1 the Fly Quiet Program; and be it further

2 RESOLVED, That we urge the Aviation Department of the City  
3 of Chicago to select a trusted third party that represents the  
4 interests of O'Hare International Airport's noise neighbors  
5 and to share the information enumerated in this resolution with  
6 this third party; such information-sharing should be carried  
7 out in a manner that does not violate the intellectual  
8 properties and executive status of secure information  
9 controlled by any significant stakeholders at the airport; and  
10 be it further

11 RESOLVED, That, as a part of this information sharing, we  
12 urge the Aviation Department and the trusted third party to  
13 collaborate to develop a rank-ordered chart of each airline  
14 firm's compliance with the guidelines contained in the O'Hare  
15 International Airport Fly Quiet Program; the chart should be  
16 public information and should be revised and republished not  
17 less than every 3 months on the same basis as the reports  
18 currently submitted by the Fly Quiet Program to the public; and  
19 be it further

20 RESOLVED, That these charts and the data from which these  
21 charts are generated should be given explicit and formal  
22 consideration as elements in any decisions made, subsequent to  
23 the start of the generation of this data and these charts, on

1 the reallocation of departure gates and support facilities at  
2 O'Hare International Airport; and be it further

3       RESOLVED, That suitable copies of this resolution be  
4 presented to Chicago Mayor Rahm Emanuel, Secretary of the  
5 United States Department of Transportation Anthony Foxx, and  
6 the members of the Illinois congressional delegation.