



HR1023

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HOUSE RESOLUTION

2 WHEREAS, The Illinois General Assembly in 2003 approved
3 Public Act 93-450 (HB 721: Currie/Jones), a bill to enact the
4 O'Hare Modernization Act; this new Act made Illinois and its
5 citizens equal partners in the O'Hare Airport Modernization
6 Program that has been carried out by the Chicago Department of
7 Aviation and its private-sector partners in the 13 years since
8 2003, including the voluntary Fly Quiet program for aircraft
9 noise mitigation that was inaugurated in 1997; and

10 WHEREAS, Many of our constituents understand the
11 importance of O'Hare International Airport to the economic life
12 and health of greater Chicago, and are eager to push for
13 aggressive noise reduction in the context of a healthy and
14 thriving O'Hare Airport; therefore, be it

15 RESOLVED, BY THE HOUSE OF REPRESENTATIVES OF THE
16 NINETY-NINTH GENERAL ASSEMBLY OF THE STATE OF ILLINOIS, that we
17 support the November 2015 report of the Suburban O'Hare
18 Commission, which includes over 20 recommendations to
19 strengthen the "Fly Quiet" program and to reduce noise from
20 newly-reconfigured runways at O'Hare International Airport;
21 and be it further

22 RESOLVED, That the Chicago Department of Aviation should

1 develop a more comprehensive, aggressive Fly Quiet program,
2 including the development of a Continuous Descent Approach, a
3 review of Noise Abatement Department Procedures, the act of
4 maintaining at least 2 operating runways and leaving a third
5 runway open during Fly Quiet hours, including at least one
6 diagonal runway, and the operating use of a Runway Rotation
7 Plan, to disperse airport noise effects during Fly Quiet hours;
8 and be it further

9 RESOLVED, That the Chicago Department of Aviation should
10 revise and strengthen the Fly Quiet Program Manual and
11 operating procedures to create a pathway toward partial
12 compliance with Fly Quiet during non-optimal weather
13 conditions, and better familiarity between air traffic
14 controllers and Fly Quiet principles; and be it further

15 RESOLVED, That the Fly Quiet Program Manual should be
16 studied and revised at regular, periodic intervals; these
17 reviews should include, but not be limited to, the assessment
18 of departure paths and headings from O'Hare's newest runways
19 and determine the best runway configurations, with the goal of
20 directing flights over less-populated areas and reducing
21 population impacts; and be it further

22 RESOLVED, That stakeholders should work together to study
23 and implement Fly Quiet Program Manual voluntary operating

1 procedures outside of normal Fly Quiet hours; and be it further

2 RESOLVED, That the Chicago Department of Aviation should
3 make every effort to work with its private partners to
4 discourage and phase down the use of older and noisier
5 aircraft, including but not limited to the MD-80 and DC-10
6 aircraft, on a 24/7 basis but especially during Fly Quiet
7 hours; and be it further

8 RESOLVED, That the Chicago Department of Aviation should
9 enhance the report card program to measure and publicly report
10 on the noise mitigation performance metrics posted by airlines
11 and air cargo operators throughout the 24/7 day, but especially
12 with respect to operations during Fly Quiet hours; and be it
13 further

14 RESOLVED, That copies of this resolution be sent to the
15 Mayor of Chicago, the head of the Federal Aviation
16 Administration, the CEO of American Airlines, and the CEO of
17 United Airlines.