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1 HOUSE JOINT 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 the Chicago Department  
11 of Aviation is doing to improve the technology used for  
12 gathering noise pollution data and improving data  
13 communications and database technology to consolidate and  
14 store this data; and

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

1           WHEREAS, Compliance with the Fly Quiet Program is overseen  
2 by the O'Hare Noise Compatibility Commission, an  
3 intergovernmental agency that includes Cook County, 41  
4 municipalities, and 16 school districts adjacent to and around  
5 O'Hare International Airport; and

6           WHEREAS, The voluntary flight procedures listed in the Fly  
7 Quiet Program include approved, voluntary, recommended  
8 aircraft pathways for safe commercial jet takeoffs from O'Hare  
9 International Airport, effective from 10 P.M. to 7 A.M.; and

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

21           WHEREAS, The Fly Quiet report published by the Chicago  
22 Department of Aviation and covering the fourth quarter of  
23 calendar year 2014 showed massive partial compliance and

1 noncompliance with Fly Quiet runway departure guidelines, with  
2 one runway departure point (22L) showing only 40% of aircraft  
3 departure flight paths being implemented so as to keep the  
4 aircraft within 0.5 nautical miles of the approved takeoff  
5 pathway, so that 60% of the planes during this time period,  
6 taking off from this runway location, applied engine power and  
7 climbed into the sky while the plane was located at least 0.5  
8 nautical miles or more away from the approved pathway; and

9 WHEREAS, Above and beyond runway departure point 22L, other  
10 O'Hare International Airport runway departure points also  
11 showed significant patterns of partial compliance and  
12 non-compliance with Fly Quiet takeoff flight path guidelines in  
13 the fourth quarter of 2014; and

14 WHEREAS, Overall monitoring by the O'Hare Noise  
15 Compatibility Commission and others indicated that, in 2015,  
16 Fly Quiet voluntary guidelines were being adhered to in only  
17 30% of total flights during nighttime hours; and

18 WHEREAS, These examples of partial compliance and  
19 noncompliance impose substantial financial and quality-of-life  
20 burdens upon the neighbors of O'Hare International Airport,  
21 including individuals and businesses that understand the  
22 importance of the airport and want to be good neighbors; and

1           WHEREAS, The airlines that operate at Chicago O'Hare  
2 International Airport also have many other interrelationships  
3 with the City of Chicago, the Federal Aviation Administration  
4 within the United States Department of Transportation, and many  
5 other entities; and

6           WHEREAS, These airlines include the use of a specified  
7 number of departure gates and related support facilities;  
8 access to these departure gates and these support facilities  
9 are essential assets for doing passenger and cargo business at  
10 O'Hare International Airport; access to support facilities is  
11 an essential asset for doing non-passenger cargo business at  
12 the same airport; and

13           WHEREAS, Whenever an airline changes hands, and under a  
14 wide variety of other circumstances, access to major airport  
15 departure gates and support facilities is closely examined by  
16 the owner of the airport, the United States Department of  
17 Transportation, and many other stakeholders in the United  
18 States airline industry; and

19           WHEREAS, The O'Hare International Airport Fly Quiet  
20 Program should be elevated to the rank of an independent,  
21 autonomous stakeholder in any future decisions made by O'Hare  
22 International Airport and its partners that will affect future  
23 allocations of airport departure gates and support facilities;

1 therefore, be it

2 RESOLVED, BY THE HOUSE OF REPRESENTATIVES OF THE ONE  
3 HUNDRED FIRST GENERAL ASSEMBLY OF THE STATE OF ILLINOIS, THE  
4 SENATE CONCURRING HEREIN, that we state the belief that O'Hare  
5 International Airport's noise monitoring technology should be  
6 coupled with artificial-intelligence software, including, but  
7 not limited to, software that gauges Community Noise Equivalent  
8 Level noise levels, to the maximum extent allowed by current  
9 technology in order to match the noises perceived by each  
10 station at each time to specific individual flight operations  
11 and the operations of individual airline firms and to gauge the  
12 compliance of each individual airline firm with the noise,  
13 time-of-day, and flight path guidelines set down in the Fly  
14 Quiet Program; and be it further

15 RESOLVED, That we call for a measurable improvement in Fly  
16 Quiet compliance no later than January 1, 2021, with further  
17 improvements to follow; and be it further

18 RESOLVED, That we urge the Aviation Department of the City  
19 of Chicago to select a trusted third party that represents the  
20 interests of O'Hare International Airport's noise neighbors  
21 and to share the information enumerated in this resolution with  
22 this third party; such information-sharing should be carried  
23 out in a manner that does not violate the intellectual

1 properties and executive status of secure information  
2 controlled by any significant stakeholders at the airport; and  
3 be it further

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

13 RESOLVED, That these charts and the data from which these  
14 charts are generated should be given explicit and formal  
15 consideration as elements in any decisions made, subsequent to  
16 the start of the generation of this data and these charts, on  
17 the reallocation of departure gates and support facilities at  
18 O'Hare International Airport; and be it further

19 RESOLVED, That suitable copies of this resolution be  
20 delivered to the Mayor of Chicago, the Secretary of the United  
21 States Department of Transportation, and all members of the  
22 Illinois Congressional Delegation.