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SENATE RESOLUTION

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

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

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

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RESOLVED, That the Chicago Department of Aviation should develop a more comprehensive, aggressive Fly Quiet program,

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

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

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

21 RESOLVED, That stakeholders should work together to study
22 and implement Fly Quiet Program Manual voluntary operating
23 procedures outside of normal Fly Quiet hours; and be it further

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

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

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