

MEMORANDUM OF UNDERSTANDING

THIS MEMORANDUM OF UNDERSTANDING, is entered into this 29th day of May, 2015, by and between the undersigned members of the 99th General Assembly (hereinafter referred to as “Members”) and the City of Chicago Department of Aviation (hereinafter referred to as “the Department”).

WITNESSETH

WHEREAS, the State has the duty to provide for the health, safety, and welfare of its residents; and

WHEREAS, the 2003 O’Hare Modernization Act included a finding that O’Hare International Airport cannot efficiently perform its role in the State and national air transportation systems unless it is reconfigured with multiple parallel runways; and

WHEREAS, under the O’Hare Modernization Program, parallel runway 10C-28C was commissioned on October 17, 2013, dramatically increasing air traffic over northwest Chicago and the near northwest suburbs, and

WHEREAS, previously unaffected residents living as far as 12 miles from the airport have complained of near constant aircraft noise, beginning as early at 4:30am and ending as late as 1:00am; and

WHEREAS, the O’Hare Noise Compatibility Commission reported over 350,000 noise complaints filed in March 2015; and

WHEREAS, Fair Allocation in Runways (FAiR) represents a growing coalition of over 26 communities including the City of Chicago and suburbs negatively affected by the changes in flight patterns and runway usage resulting from implementation of the O’Hare Modernization Plan; and

WHEREAS, the Department and the Federal Aviation Administration (“FAA”) plan to decommission diagonal runway 14L/32R prior to the commissioning of a new parallel runway 10R/28L in October 2015.

The Department agrees:

1. The Department will request that the FAA delay any action on the impacted runways that would lead to irreparable damage to the runways for so long as necessary to complete the agreed to Open House meetings and the three separate meetings referenced in the next section.
2. Officials of the Department will hold at least three meetings with representatives of the FAiR coalition to better understand FAiR’s proposal to preserve and utilize the intersecting runways at O’Hare International Airport (O’Hare) in order to alleviate aircraft noise impacts from communities located east and west of O’Hare. These meetings will be set by agreement and will occur prior to August 1, 2015. Notice of said meetings will be communicated to the leadership

of FAiR, the O'Hare Noise Compatibility Commission (ONCC), the office of Congressman Quigley, Congresswoman Schakowsky, and the Members listed in this memorandum. At the final meeting, as chosen by the Department, the Department will give a final decision on the proposal, and will communicate to all parties any and all solutions available to address airport noise in the affected areas.

3. The Department will request and encourage the FAA to hold its four planned Open House meetings in areas/communities newly impacted by aircraft noise caused by new O'Hare Modernization Program (OMP) runways. To the extent residents are not able to attend the FAA's Open House meetings, the Department will work with the FAA to share information from the Open House meetings using the O'Hare Noise Compatibility Commission's (ONCC) public meeting schedule. The Department and ONCC will provide access to the FAA's Open House meeting information via their websites and social media.

4. At the request of the Members, officials or their designees of the Department shall meet with Members and their constituents to discuss the issues.

The parties mutually agree:

1. The federal government, namely the FAA, and the Chicago Department of Aviation are the only governments with the authority over matters related to the runways issues.

2. The State of Illinois has no authority to enact laws requiring the federal government to delay projects at O'Hare airport.

3. It is the responsibility of the Chicago Department of Aviation and the FAA to both ensure that the concerns of those impacted by the project have been heard and implement any feasible solutions.

Members and the Department have caused this Memorandum of Understanding to be executed on the 29th Day of May, 2015.

FOR THE DEPARTMENT:

X

FOR THE MEMBERS:

XX

XX

XX

XX

XX

XX