



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Great Lakes Region  
2300 East Devon Avenue  
Des Plaines, IL 60018

**MAY 27 2014**

The Honorable Martin J. Moylan  
Illinois House of Representatives  
242-W Stratton Office Building  
Springfield, IL 62706

Dear Mr. Moylan:

The Federal Aviation Administration (FAA) is in receipt of Illinois House Resolution 707, recently forwarded to Administrator Huerta by the Chief Clerk of the Illinois House of Representatives. I am responding on behalf of Administrator Huerta.

The resolution encourages the FAA, Chicago Department of Aviation (CDA) and City of Chicago to revisit the Fly Quiet Program and to explore available options to ensure residents are protected while maintaining the economic integrity of O'Hare International Airport.

The Fly-Quiet Program is a collaborative program developed in cooperation between the airport owner (City of Chicago), the air carriers, the Federal Aviation Administration (FAA) and the communities surrounding O'Hare as represented by the O'Hare Noise Compatibility Commission (ONCC).

The Fly Quiet Program provides comprehensive guidance for pilots and air traffic controllers to use designated flight and operating procedures. The airlines and FAA's Air Traffic Organization voluntarily agreed to use designated noise abatement flight procedures under the Fly Quiet Program to reduce the impact of aircraft noise. The ONCC distributes Fly Quiet Aviator's Manuals to pilots and air traffic controllers. The manual contains information on preferred runways and flight tracks which route aircraft over the least populated areas. It is at the discretion of the City, as owner and operator of O'Hare, to pursue these types of initiatives. The FAA will continue its collaborative relationship with CDA and ONCC. We will review any modifications to the Fly Quiet Program that the City may propose.

With respect to residents of the area, the FAA carefully considered environmental impacts of the O'Hare modernization through the Environmental Impact Statement (EIS) process that began in 2002. During this process we worked with several other Federal and state agencies, before approving the O'Hare Modernization Program (OMP). Noise exposure, runway configuration, airspace configuration, air quality and impacts on surrounding communities were addressed through this public process. The FAA presented the analysis publicly through a number of mechanisms, including a series of public meetings, before finalizing and publishing its conclusions in a Record of Decision in September 2005.

The modernization of O'Hare International Airport is needed to meet Chicago's aviation demands of the future in a manner that provides improved safety and efficiency for the airport and public. Through its analysis of the OMP, the FAA took great care to examine health and safety concerns to ensure that all required impact mitigation actions are taken.

Thank you for sharing your perspective with the FAA. Please feel free to contact me at 847-294-7295 if you or a member of your staff would like to discuss this matter with me in more detail.

Sincerely,

A handwritten signature in black ink, appearing to read "Barry D. Cooper". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Barry D. Cooper  
Regional Administrator  
Great Lakes Region

cc: Timothy D. Mapes, Chief Clerk, Illinois House of Representatives