# FACT SHEET

## FLY QUIET PROGRAM
## AT O'HARE INTERNATIONAL AIRPORT

### Background

Since the 1970s, the Chicago Department of Aviation (CDA) has had a nighttime noise abatement program at O'Hare International Airport. In 1996, the O'Hare Noise Compatibility Commission (ONCC) was formed to provide input and oversight to the implementation of all noise programs, including the Fly Quiet Program.

### Purpose

The Fly Quiet Program is a voluntary program that encourages pilots and air traffic controllers to use designated nighttime preferential runways and flight tracks developed by the CDA in cooperation with the ONCC, the airlines, and the air traffic controllers. These preferred routes direct aircraft over less-populated areas, such as forest preserves, highways, as well as commercial and industrial areas.

As part of the Fly Quiet Program, the CDA prepares a Quarterly Fly Quiet Report. This report is shared with CDA officials, the ONCC, the Federal Aviation Administration (FAA), the airlines, and the general public. The Fly Quiet Report contains detailed information regarding nighttime runway use, flight operations, flight tracks, and noise complaints and 24-hour tracking of ground run-ups. The data presented in this report is compiled from the Airport Noise Management System (ANMS) and airport operation logs.

### History

- In the 1970s nighttime noise abatement procedures were established as an "Industry Best Practice".
- 1981: The earliest documented noise abatement procedures for the O'Hare Tower.
- 1984: Environmental Impact Statement (EIS) Record of Decision formalized and assumed the continuation of the noise abatement procedures.
- 1997: The City of Chicago announced that airlines operating at O'Hare International Airport had agreed to use designated noise abatement flight procedures in accordance with the Fly Quiet Program. The Fly Quiet Program was implemented in an effort to further reduce the impacts of aircraft noise on the surrounding neighborhoods.
- 2005: The O'Hare Modernization Program (OMP) Environmental Impact Statement (EIS) Record of Decision assumed the continuation the Fly Quiet Program as available through implementation of the OMP including:
    o preferential runway use;
    o arrival and departure flight procedures;
    o ground run-up procedures;
    o suggestions for changes in the Fly Quiet Program developed by the ONCC would be requested of the FAA by the City of Chicago; and
    o Relocate the GRE expeditiously to minimize any time that the facility would be unavailable for aircraft to perform ground run-ups.

O'Hare Noise Hotline: 1-800-453-9569
**www.flychicago.com**

### Preferential Runway Use Program

Chicago O'Hare has eight runways that are utilized at different times depending primarily upon the prevailing wind conditions on the airfield, as well as other weather conditions, and air traffic conditions. O'Hare is located in a noise sensitive area surrounded by residential communities. The preferential runway use plan at O'Hare is voluntary and advisory in nature and does not compromise safety.

When feasible, these procedures should be implemented between 10:00 p.m. and 7:00 p.m. (2200 and 0700 local) in order to minimize the effects of nighttime noise on the surrounding communities. Unless weather, runway closures, or loss of navigational aids dictate otherwise, the FAA, at its sole discretion will implement the following runway use configurations in no particular order:

- Arrivals on 14R and departures on 28R and 14R
- Arrivals on 27L and departures on 28R and 32L
- Arrivals on 22R and departures on 28R and 22R
- Arrivals on 10L and departures on 9R and 10L

### Preferential Flight Tracks

As part of the Fly Quiet Program, the CDA worked with the ONCC, the airlines, and the air traffic controllers to identify preferred runways and flight tracks for nighttime operations at O'Hare. The preferred routes direct aircraft over less-populated areas in an effort to limit the effects of noise on the surrounding communities.



### Ground Run–Up Enclosure (1st in U.S.)



Ground run-ups are aircraft engine tests that are performed to ensure that the engines are working properly after maintenance is performed. Ground run-ups typically occur at night and generate high levels of noise for extended periods of time. In 1997, the CDA constructed a ground run-up enclosure (GRE) at O'Hare to help reduce the noise impacts of ground run-ups on the communities surrounding the airport. This facility was the first of its kind in the United States. The *Ground Run-Up Procedures Manual* details the 24-hour operational procedures associated with aircraft engine ground run-up operations at O'Hare International Airport. Additionally, the CDA has created a fact sheet titled *Ground Run-Up Enclosure at O'Hare International Airport* which details the purpose and design of the GRE.

### Noise Abatement Signs

As part of the Fly Quiet Program, the CDA has placed noise abatement signs at five (5) locations on the airfield. These signs serve as an additional reminder to pilots before departing the runway that there are preferential runways to use during the hours of 22:00 – 07:00.



### Fly Quiet Manual for Pilots and Air Traffic Controllers



The CDA along with the ONCC continuously updates and maintains the Fly Quiet Manual on their website. This manual is used as reference material for airlines, pilots and community outreach. The manual contains information relating to the preferential runway use configurations, arrival and departure procedures, ground run-up locations, airport layout diagram, land use, and outreach.

### Construction Awareness Brochures

The CDA produces brochures to provide the general public with detailed information concerning nighttime construction schedules at O'Hare International Airport. The brochures describe construction work to runways and adjacent areas of the airport that may temporarily affect the designated preferential runways as identified in the Fly Quiet Program. Timelines are presented to describe which construction projects may impact nighttime aircraft operations and potential aircraft noise impacts to the surrounding communities near the airport.



### Fly Quiet Reporting



The CDA regularly reports on the adherence to the Fly Quiet Program. These reports are then shared with CDA officials, the ONCC, the airlines, the FAA, and the general public. The Fly Quiet Report contains detailed information regarding nighttime runway use, flight operations, flight tracks, noise complaints, and 24- tracking of ground run-ups. The data presented in this report is compiled from the Airport Noise Management System (ANMS) and airport operation logs.