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## FLY QUIET PROGRAM PROPOSAL

This document outlines the Chicago Department of Aviation (CDA)'s proposal for a redeveloped Fly Quiet Program to be implemented at Chicago O'Hare International Airport (O'Hare or Airport) during the nine-hour nighttime period between 10 p.m. and 7 a.m. (Fly Quiet Hours). The CDA's proposal is based on the recommendation from the O'Hare Noise Compatibility Commission (ONCC). The redeveloped Fly Quiet Program proposal will continue to be a voluntary program that encourages pilots and air traffic controllers to use designated nighttime preferential runways and noise abatement flight paths. Like the existing Fly Quiet Program, the proposed preferential noise abatement runways and departure flight paths contained herein are intended to be voluntary and advisory in nature. The Federal Aviation Administration (FAA), at its sole discretion, can deviate from the preferential noise abatement runways and departure flight paths to maintain safe conditions.

Taking into account safety considerations including wind, weather conditions, runway conditions, navigational aid outages, traffic volumes, or any other conditions that will compromise safety, the preferential runway use rotation plan will be utilized to the maximum extent possible. Unless safety considerations dictate otherwise, headings, that will allow aircraft to follow the preferred noise abatement flight paths, will be assigned where feasible.

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## Proposed Alternative

After reviewing multiple alternatives, the ONCC Fly Quiet Committee recommends that Alternative B3 preferential noise abatement operating configurations be utilized in a 12-week repeating schedule. As a result of the ONCC's recommendation, the City of Chicago is preparing documentation for the Proposed Alternative for NEPA review. Through the NEPA review process, the Preferred Alternative will be identified. The proposed alternative also includes the ONCC Fly Quiet Committee's recommendations for operational, procedural, and implementation phases of the redevelopment of the Fly Quiet Program. The recommendations, as approved by the ONCC, are listed below.

### 1 Operational Recommendations

Operational recommendations are items that complement the major components but are not major influencers on the characteristics of the proposed alternative. refer to **Section 4, Alternative B3 Overview** for details on each of the major components.

The recommendations are as follows:

1. Recommend modifying the Fly Quiet program to minimize and equally distribute aircraft noise at night.
2. Recommend Alternative B3 preferential noise abatement operating configurations be utilized in a 12-week repeating schedule. See **Section 4, Alternative B3 Overview** for additional information.
  - a. For each week, a primary preferential noise abatement runway operating configuration is designated with an alternate (secondary) configuration designated to provide additional wind coverage only if needed.
  - b. The preferential noise abatement runway operating configurations are utilized to alternate between east flow and west flow configurations.
  - c. The preferential noise abatement runway operating configurations are also utilized to alternate between north airfield configurations and south airfield configurations.
  - d. Recommend the FAA and the CDA balance air traffic for east and west flow to the greatest extent possible by utilizing primary designated preferential noise abatement runways in all wind conditions up to at least a 5-knot tailwind and a 25-knot crosswind unless significant winds or crosswinds affect operating conditions that mandate a change.
  - e. Recommend a weekly preferential noise abatement departure procedure rotation schedule to compliment the runway rotation schedule.
  - f. Recommend the designated long runway identified in each primary and secondary preferential noise abatement operating configuration only be used if operationally necessary and that the CDA close all other runways not identified in each primary and secondary preferential noise abatement operating configuration as scheduled for noise abatement purposes during Fly Quiet.
3. Recommend all departures utilize the full length of the runway when feasible. When not feasible, departures should utilize the following taxiway intersections to maximize takeoff distance:
  - a. Runway 9C (FF)
  - b. Runway 9R (SS)
  - c. Runway 27C (TT)
  - d. Runway 27L (TT)

- e. Runway 10L (SS)
  - f. Runway 10C (SS)
  - g. Runway 28R (GG)
  - h. Runway 28C (HH)
4. Recommend the FAA minimize to the greatest extent possible any impacts to the program's scheduled preferential noise abatement runway use due to flight inspection impacts and schedule routine flight inspections to avoid program interruptions.
  5. Recommend the CDA minimize to the greatest extent possible any impacts to the program's scheduled preferential noise abatement runway use due to construction impacts.
  6. Recommend the CDA minimize to the greatest extent possible any impacts to the program's scheduled preferential noise abatement runway use due to maintenance impacts and schedule routine maintenance to avoid program interruptions.
  7. Recommend the CDA minimize to the greatest extent possible any impacts to the program's scheduled preferential noise abatement runway use due to rubber removal impacts and schedule to avoid program interruptions.
  8. Recommend all ground run-ups be conducted in the Ground Run-Up Enclosure.

## 2 Procedural Recommendations

Procedural recommendations are items that address the submittal process by the CDA to the FAA, on behalf of the ONCC. The procedural recommendations cover topics that the ONCC has categorized as important and pertinent to the approval of the proposed alternative.

The recommendations are as follows:

1. Recommend the CDA expeditiously advance these recommendations to the FAA for review and approval.
2. Recommend the CDA and FAA provide monthly updates to the ONCC throughout the review process.
3. Recommend the CDA and FAA conduct public workshops in each of the four geographic quadrants surrounding O'Hare and present the findings of the review before finalizing.
4. Recommend the FAA expeditiously review and approve these recommendations.
5. Request the FAA and the CDA communicate and collaborate on any issues with the proposed Fly Quiet recommendations with the ONCC prior to any final decisions.

## 3 Implementation Recommendations

Implementation recommendations are items that address topics after the FAA has approved the proposed alternative. The implementation recommendations cover topics that the ONCC has decided to include as part of the new Fly Quiet Program.

The recommendations are as follows:

1. Recommend the CDA provide outreach materials for ONCC review for distribution to the FAA, airlines, and communities about changes to the Program.
2. Recommend the CDA install and maintain at least eight (8) airfield Noise Abatement signs for pilots that effectively communicate the existence and expectations of the program.
3. Recommend the CDA and the FAA develop and include a dedicated Noise Abatement chart to the published aeronautical charts.
4. Recommend the CDA develop a new Fly Quiet Manual for ONCC review for public distribution.
5. Recommend the CDA prepare nighttime construction awareness brochures, as needed, that include specific projects and periods of time that may impact the Program.
6. Recommend the CDA provide regular updates on the Program including a dedicated website, schedule with dates, construction alternatives, and other noteworthy issues that would be informative to the communities surrounding O'Hare.
7. Recommend the CDA conduct regular and no less than quarterly Adherence Reporting on the performance of the Program and present to the ONCC including the following:
  - a. Runway utilization
  - b. Configuration utilization
  - c. Preferential flight track adherence
  - d. Ground Run-Up Enclosure utilization
  - e. Long runway utilization including reasons for use
  - f. Airline fleet quality
  - g. Airline schedule
8. Recommend the CDA conduct regular audits to the Program including requests from airlines for nonprimary arrival and departure runways and report to the ONCC.
9. Recommend the CDA continue to seek funding for the sound insulation program for the future condition that includes the recommended Fly Quiet Program in order to mitigate noise to the most impacted residences and schools.
10. Recommend the ONCC, the CDA, and the FAA, and other stakeholders, as appropriate, meet regularly, but no less than annually, to discuss Program accomplishments, issues, and potential enhancements and participate in annual audits of the program to be conducted by the ONCC Fly Quiet Committee.

## 4 Alternative B3 Overview

Alternative B3 was developed to concentrate traffic from the North airfield to the Northeast and Northwest quadrants of the airport communities and the traffic from the South airfield to the Southeast and Southwest quadrants of the airport communities. The 12-week rotation schedule for Alternative B3 is summarized in **Table 1, Alternative B3 Summary, Exhibit 1, Alternative B3 Overview, and Exhibit 2, Alternative B3 Runway Rotation Schedule.**

East flow configurations are:

- Configuration L arrives Runway 4R and departs Runway 4L
- Configurations M-1 and M-2 arrive Runway 10C and depart Runway 10L
- Configurations P-1 and P-2 arrive Runway 9C and depart Runway 9R

West flow configurations are:

- Configuration I arrives Runway 22R and departs Runway 22L
- Configurations O-1 and O-2 arrive Runway 28C and depart Runway 28R
- Configuration Q-1 and Q-2 arrive Runway 27C and depart Runway 27L

Of the three east flow arrival runway operating configurations, two use only east/west runways, and one uses only crosswind Runways 4L/22R and 4R/22L. Similarly, there are three west flow arrival runway operating configurations, two using only east/west runways, and one using only crosswind Runways 4L/22R and 4R/22L.

The runway operating configurations for Alternative B3 are proposed to be utilized in a 12-week repeating schedule. The 12-week rotation schedule utilizes the east/west configurations for 8 weeks and the crosswind configurations for 4 weeks, as depicted in **Exhibit 2, Alternative B3 Runway Rotation Schedule.** The purpose of this is to assist in satisfying ONCC Criteria 1, 3, 4 and 5.

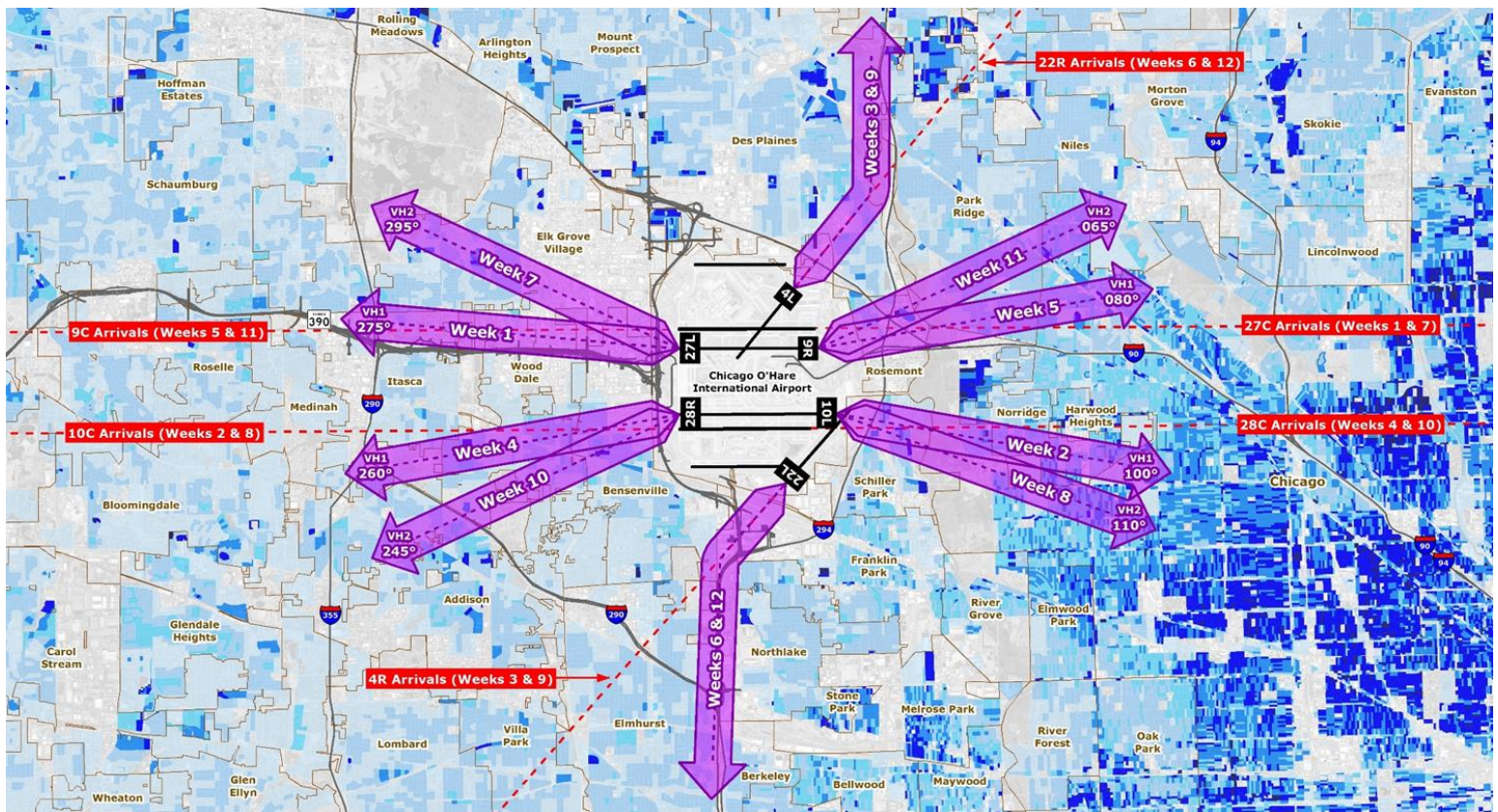
Important characteristics of the schedule are:

- The proposed departure runways for the east/west operating configurations have two primary departure vector headings assigned.
- The proposed departure runways for the crosswind operating configurations have two primary departure vector headings assigned.
- The runway operating configurations have an assigned alternate long runway.

**Table 1 Alternative B3 Summary<sup>1</sup>**

WEEK	CONFIG	AIRFIELD	FLOW	PREFERENTIAL NOISE ABATEMENT DEPARTURE RUNWAY	PREFERENTIAL NOISE ABATEMENT HEADING	PREFERENTIAL NOISE ABATEMENT ARRIVAL RUNWAY	PREFERENTIAL LONG RUNWAY
1	Q-1	North	West	27L	1 - 275°	27C	9R-27L
2	M-1	South	East	10L	1 - 100°	10C	10L-28R
3	L	Crosswind	East	4L	VH with Turn	4R	9R-27L
4	O-1	South	West	28R	1 - 260°	28C	10L-28R
5	P-1	North	East	9R	1 - 080°	9C	9R-27L
6	I	Crosswind	West	22L	VH with Turn	22R	10C-28C
7	Q-2	North	West	27L	2 - 295°	27C	9R-27L
8	M-2	South	East	10L	2 - 110°	10C	10L-28R
9	L	Crosswind	East	4L	VH with Turn	4R	9R-27L
10	O-2	South	West	28R	2 - 245°	28C	10L-28R
11	P-2	North	East	9R	2 - 065°	9C	9R-27L
12	I	Crosswind	West	22L	VH with Turn	22R	10C-28C

**Exhibit 1 Alternative B3 Overview<sup>1</sup>**



<sup>1</sup> The FAA, at its sole discretion, can deviate from the preferential noise abatement runways and departure flight paths to maintain safe conditions.

**Exhibit 2 Alternative B3 Runway Rotation Schedule**

