



ONCC FLY QUIET COMMITTEE

MISSION STATEMENT

The ONCC acknowledges that aircraft noise at night affects the residents in communities around Chicago O'Hare International Airport (O'Hare) and that conditions have changed and will continue to change with completion of the OMP in 2021. The committee's goal is to minimize and equally distribute aircraft noise at night. The committee will evaluate ways to modify the Fly Quiet Program and make recommendations to the Chicago Department of Aviation (CDA) based on ONCC consensus.

OBJECTIVES OF THE FLY QUIET COMMITTEE

The ONCC established the Fly Quiet Committee to explore meaningful opportunities to modify the Fly Quiet Program and make recommendations to CDA for achieving the following objectives:

- Provide a thorough technical assessment of potential opportunities to modify the Fly Quiet Program
- Identify technical requirements and the related implementation steps for the most viable Fly Quiet Program modification opportunities
- Strive for consensus among communities for Fly Quiet modifications to be considered by the CDA for implementation
- Recommend a Fly Quiet Program for implementation as early as 2021 (FQ21).
- Adhere to the guiding principles set forth below

GUIDING PRINCIPLES

The work of the Fly Quiet Committee will be guided by the following principles in the identification and evaluation of potential modifications to the Fly Quiet Program:

- Maximum safety, reasonable efficiency and noise reduction must be achieved with all potential initiatives, including compliance with current and possible air traffic control directives set forth by the FAA for various operating conditions.
- Runways will continue to be selected to optimize safety, support efficiency and achieve noise reduction based on peak hour arrival and departure demand, wind conditions and runway availability, including consideration of runway scheduling requirements for construction, snow removal, runway maintenance, runway inspection and other operational needs.
- The CDA will analyze alternatives as requested by the ONCC and present the findings to the ONCC. Once the ONCC makes formal recommendations to the CDA, CDA will make a submittal to the FAA. Based on the feasibility and impacts of the recommendations, the FAA will then make a decision on the applicable processes for review and implementation.