ONCC FLY QUIET COMMITTEE

December 16, 2019

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CHICAGO DEPARTMENT OF AVIATION

O'HARE & MIDWAY
INTERNATIONAL AIRPORTS

IFQ REPORTING

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NORTH AIRFIELD
SMS STATUS

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FEEDBACK ON
FLY QUIET 21
DEPARTURE CONCEPTS

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FLY QUIET 21 DEPARTURE CONCEPT FEEDBACK

- **Schaumburg**
  - Split Airfield (north stays north/south stays south)
  - 2 departure headings for each departure runway
  - 25° turn from centerline and runway heading
  - RNAV support contingent on community agreement

- **Park Ridge**
  - Split Airfield (north stays north/south stays south)
  - 2 departure headings for each departure runway
  - No Diagonals

- **Niles**
  - 2 departure headings for each departure runway

- **Schiller Park**
  - Use all available runways identified in ONCC Criteria
  - 2 departure headings for each departure runway

- **FAIR**
  - Use all available runways identified in ONCC Criteria
  - No centerline departure headings

- **SOC**
  - Concepts should meet ONCC and FAA criteria
  - Use all available runways identified in ONCC Criteria
  - Split Airfield (north stays north/south stays south)
  - Runway 10C/28C and 9C/27C should not be used for departures
  - Headings should not exceed 20° from centerline
  - Headings from 9C - 80 to 90
  - Headings from 27C - 270 to 275
  - Headings from 10C - 90 to 100
  - Headings from 28C - 260 to 270
  - Headings from 9R - 70 to 80
  - Headings from 27L - 270 to 280
  - Headings from 10L - 90 to 100
  - Headings from 28R - 260 to 270

FLY QUIET 21 PROCESS

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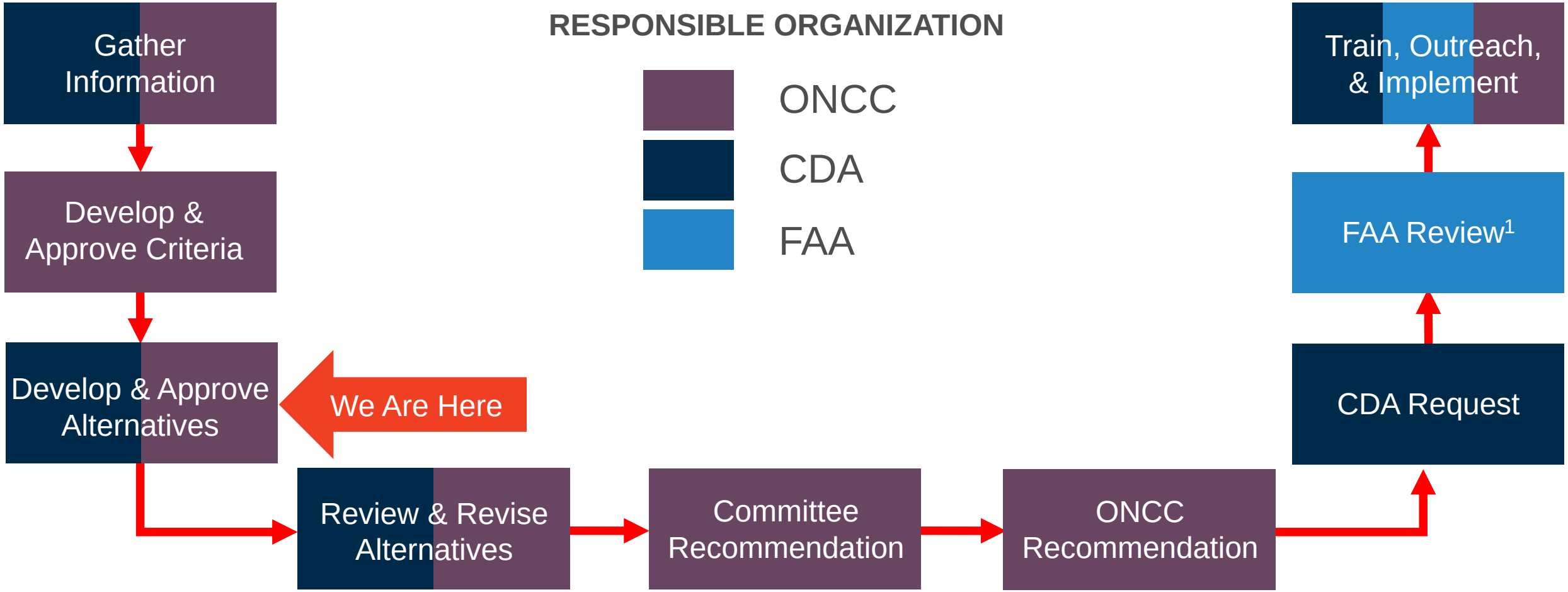
FLY QUIET 21 PROCESS

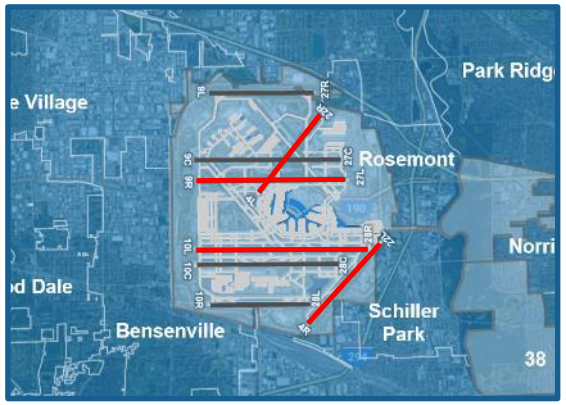


1: FAA Review includes but is not limited to Air Traffic and Environmental

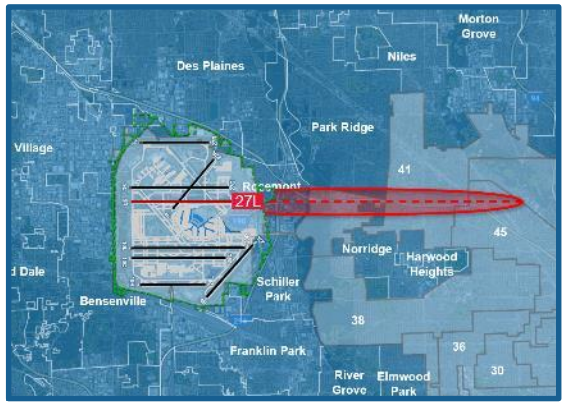
FLY QUIET 21 COMPONENTS

PREFERENTIAL RUNWAYS	DEPARTURE PROCEDURES	PROGRAM COORDINATION
Configurations	Type	Ground Movements
Rotation Schedule	Path	Stakeholder Coordination
	Altitude	Community Outreach

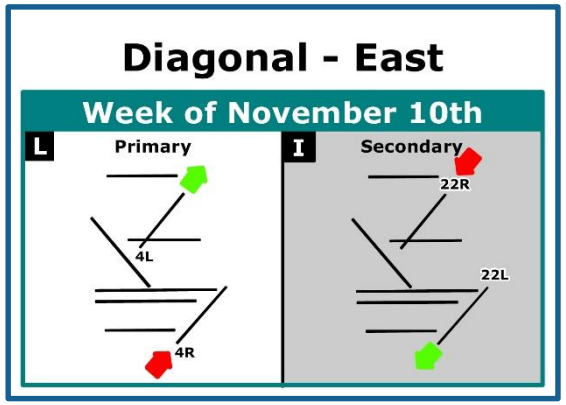
FLY QUIET 21 COMPONENTS



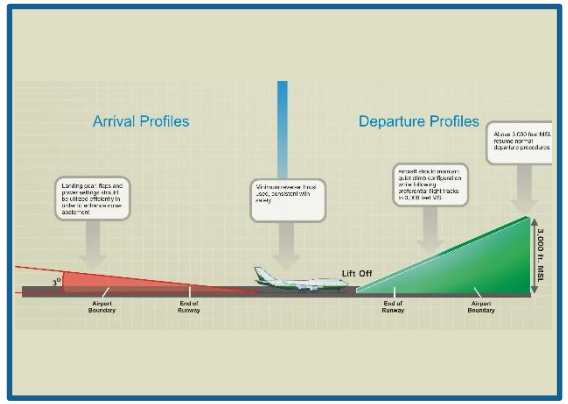
Configurations



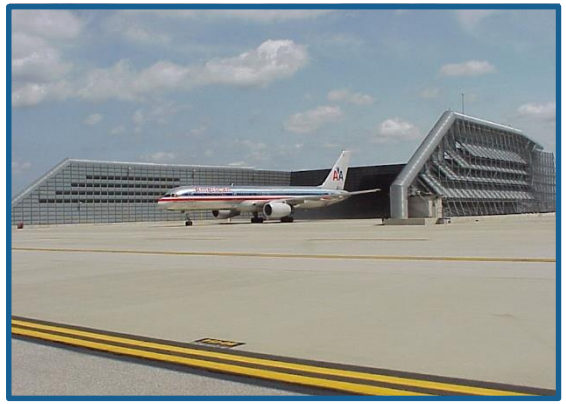
Arrival Runways



Rotation Schedule

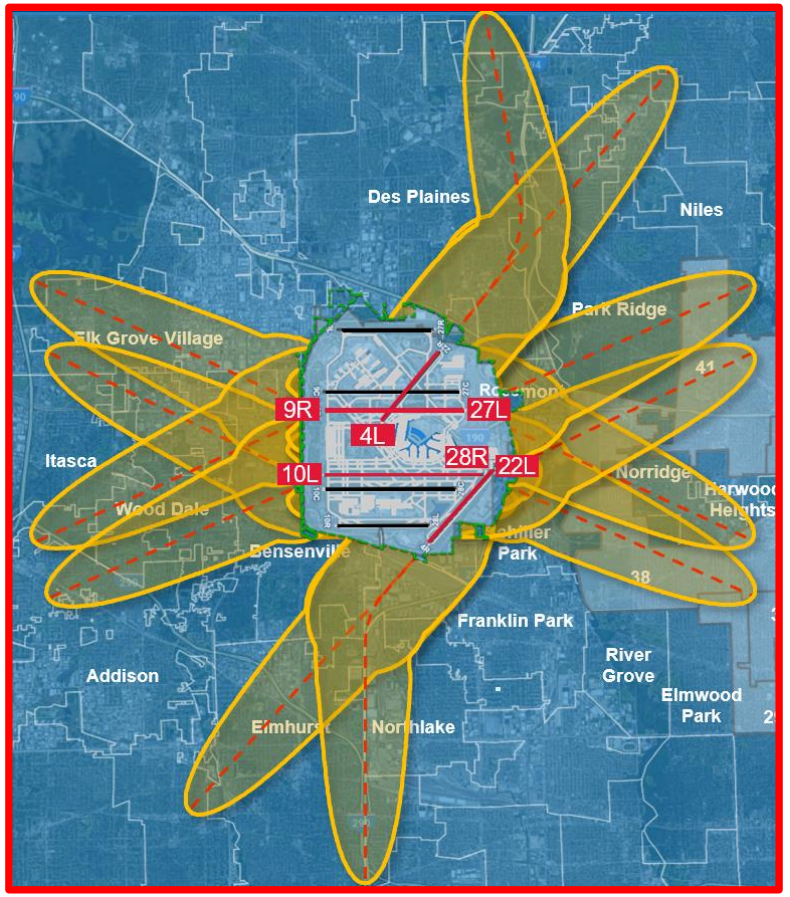


Departure Profiles



Ground Movements

Stakeholder Coordination



Departure Procedures

FLY QUIET 21
DEPARTURE CONCEPTS

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FLY QUIET 21 DEPARTURE CONCEPTS

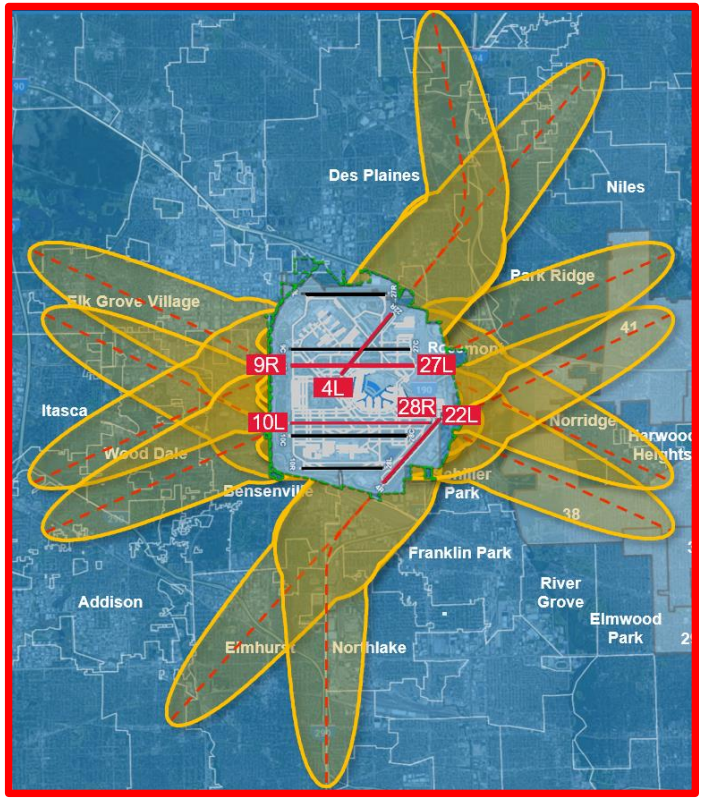
- CONCEPT C - PARALLELS & DIAGONALS/SPLIT AIRFIELD

- CONCEPT D - PARALLELS & DIAGONALS/FULL AIRFIELD

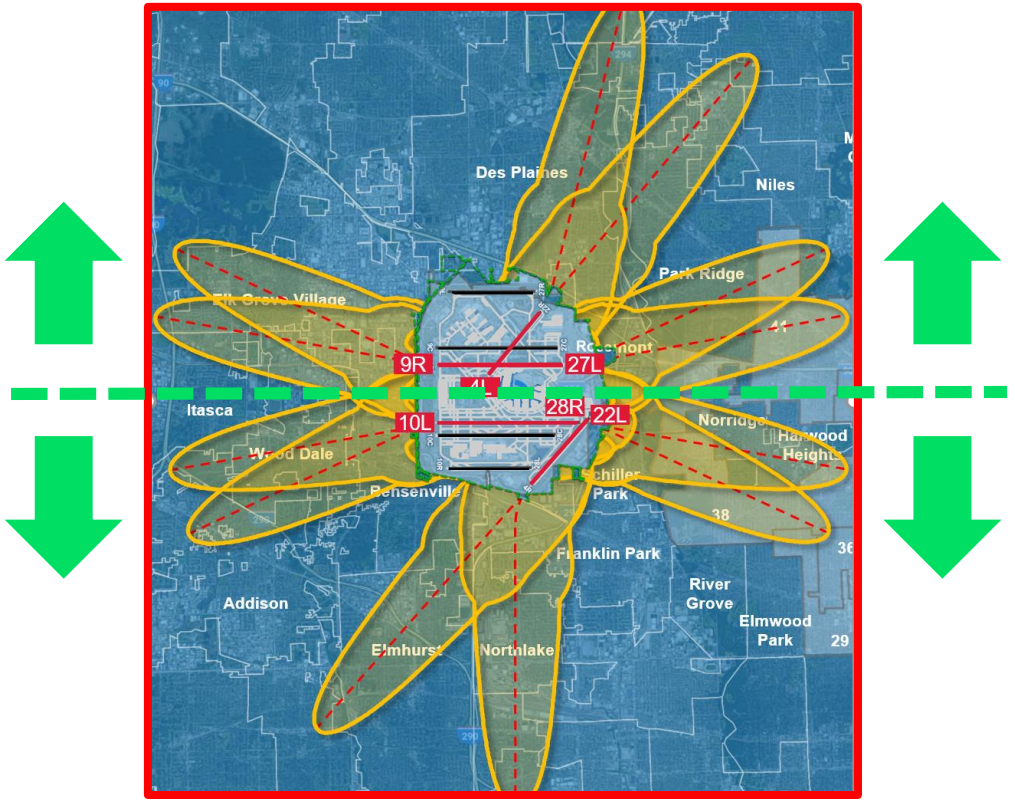
KEY	
C12-2	
C	CONCEPT
12	HEADINGS
2	DISTINGUISHING NUMBER

FLY QUIET 21 DEPARTURE CONCEPTS

FULL AIRFIELD



SPLIT AIRFIELD

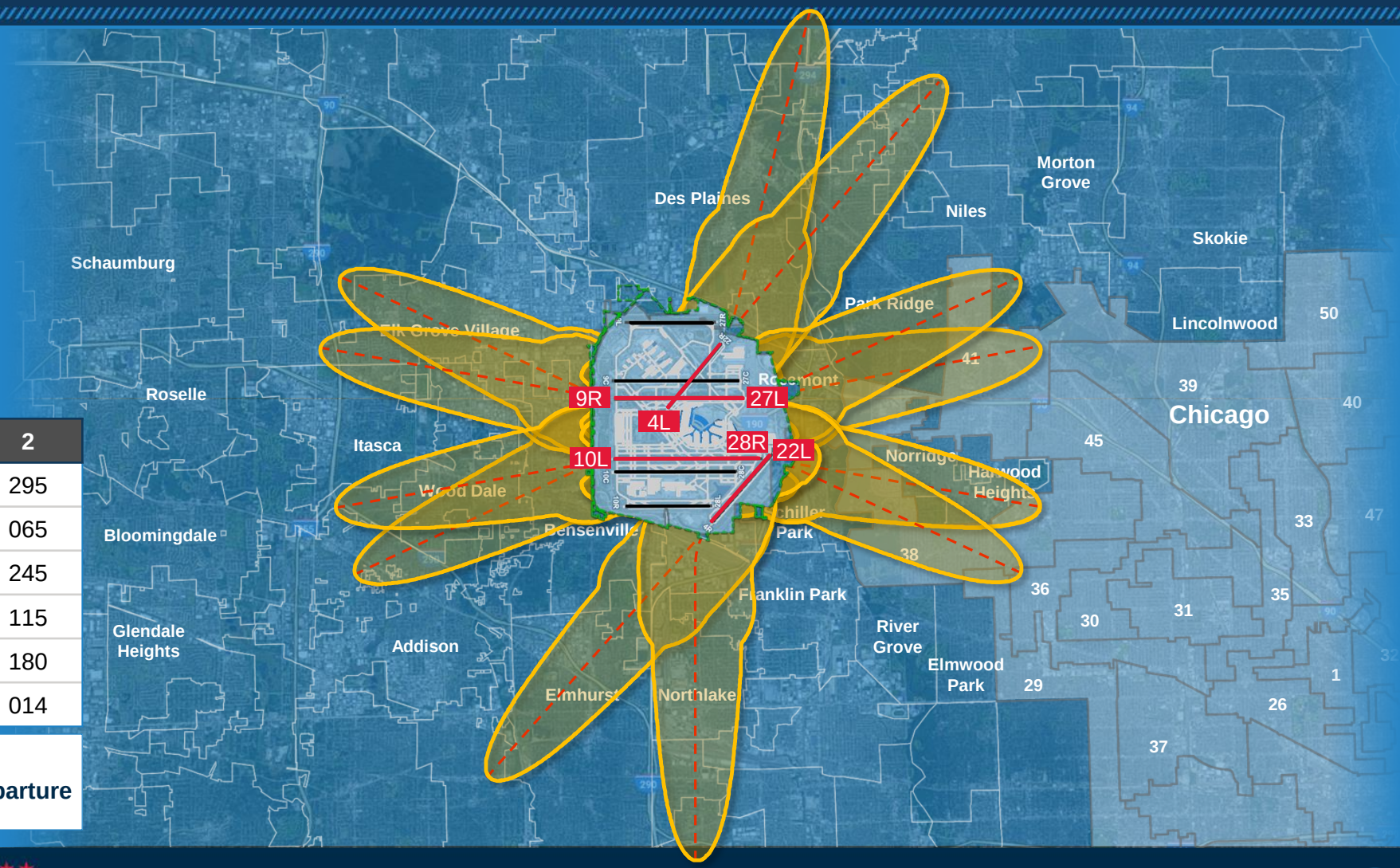


FLY QUIET 21 DEPARTURE CONCEPT ASSUMPTIONS IN AEDT

- All concepts are draft, subject to change, and subject to ONCC and FAA approval
- One Departure; No Arrival
- Annual average weather day (based on NCEI 30 year-normals for wind speed, temp, pressure and relative humidity based on ASOS weather observations at ORD)
- Standard Departure Profile (Stage Length of 1)
- OMP Build-Out runway layout and lengths
- Full length runway departure
- Aircraft flies heading/procedure (this means it turns at runway threshold and does not deviate)
- Most frequent aircraft type in Fly Quiet Mode calendar year 2018 – Boeing 737-800
- 70 dB Lmax Single Event Departure Noise Contour

SPLIT AIRFIELD
10° & 25° TURN FROM CL (DIAGONALS RWY HEADING)

C12-1



C12-1	1	2
27L	280	295
9R	080	065
28R	260	245
10L	100	115
22L	220	180
4L	040	014

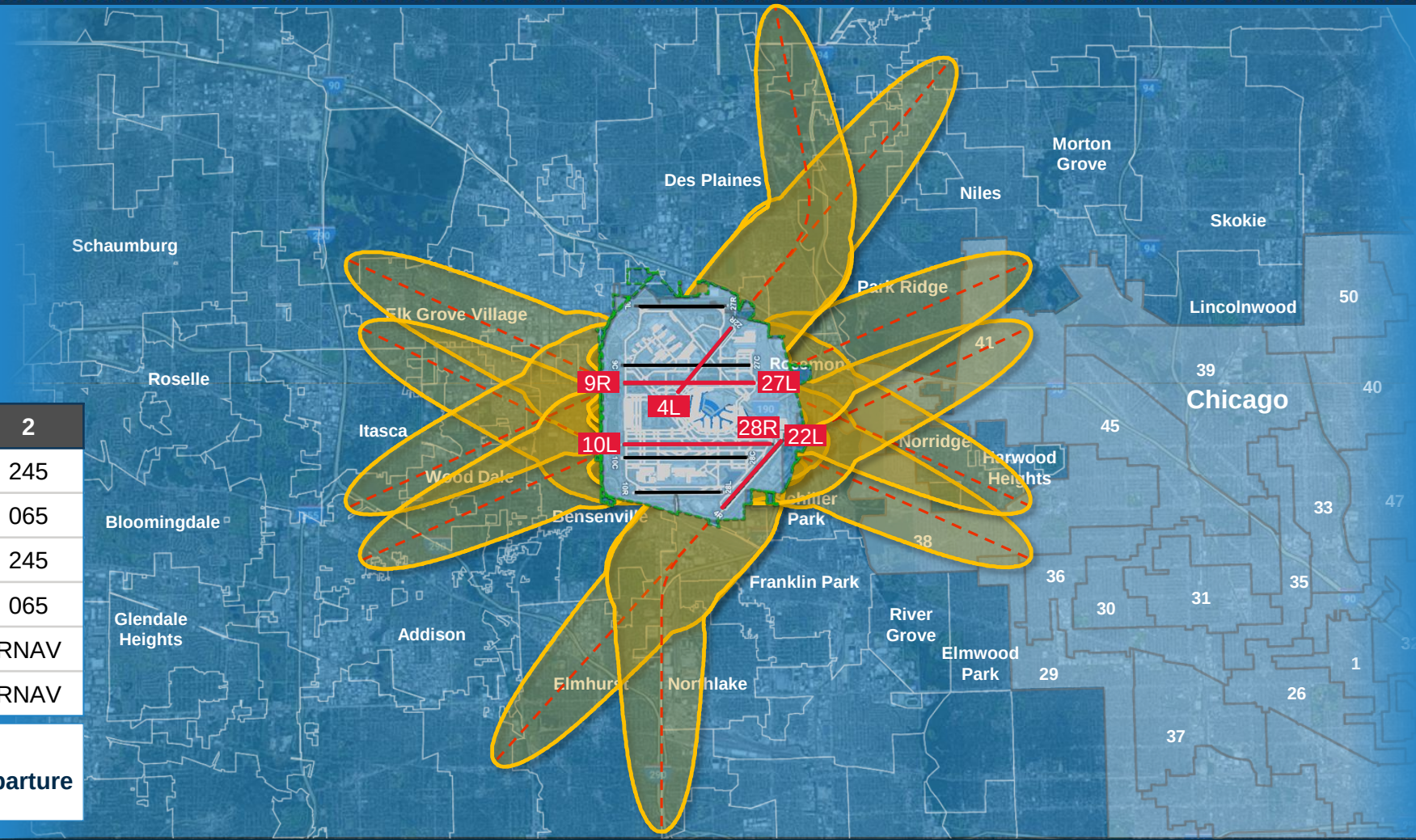
70 LMAX

Preferential Departure Paths

NOTE: SEE SLIDE 13 FOR A LIST OF ASSUMPTIONS

SPLIT AIRFIELD
25° TURN FROM CL (DIAGONALS RWY HEADING)

C12-3



C12-3	1	2
27L	295	245
9R	115	065
28R	295	245
10L	115	065
22L	220	RNAV
4L	040	RNAV

70 LMAX

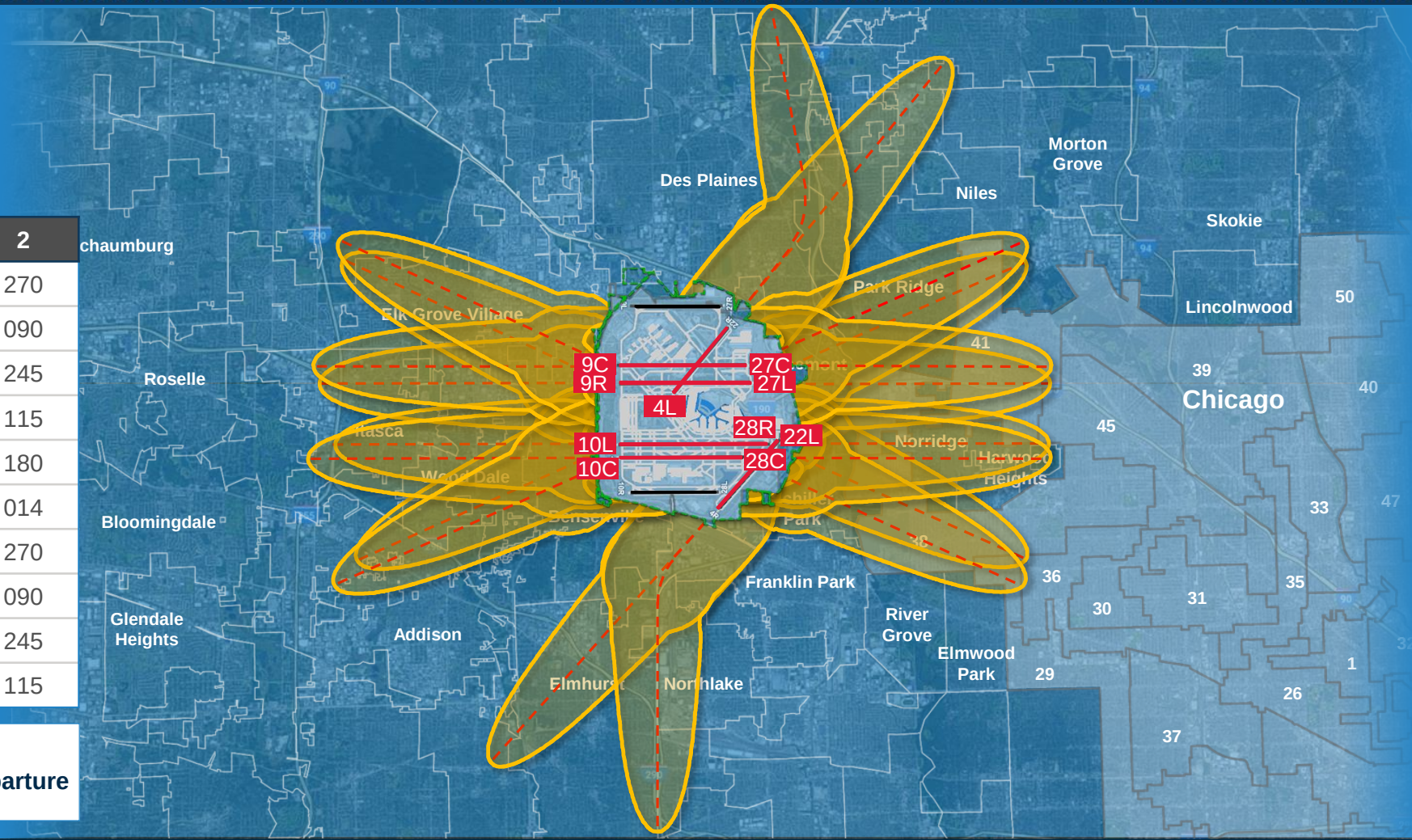
Preferential Departure Paths

NOTE: SEE SLIDE 13 FOR A LIST OF ASSUMPTIONS

SPLIT AIRFIELD
RWY HEADING AND 25° TURN FROM CL (DIAGONALS RNAV HEADING)

C20-1

C20-1	1	2
27L	295	270
9R	065	090
28R	270	245
10L	090	115
22L	220	180
4L	040	014
27C	295	270
9C	065	090
28C	270	245
10C	090	115



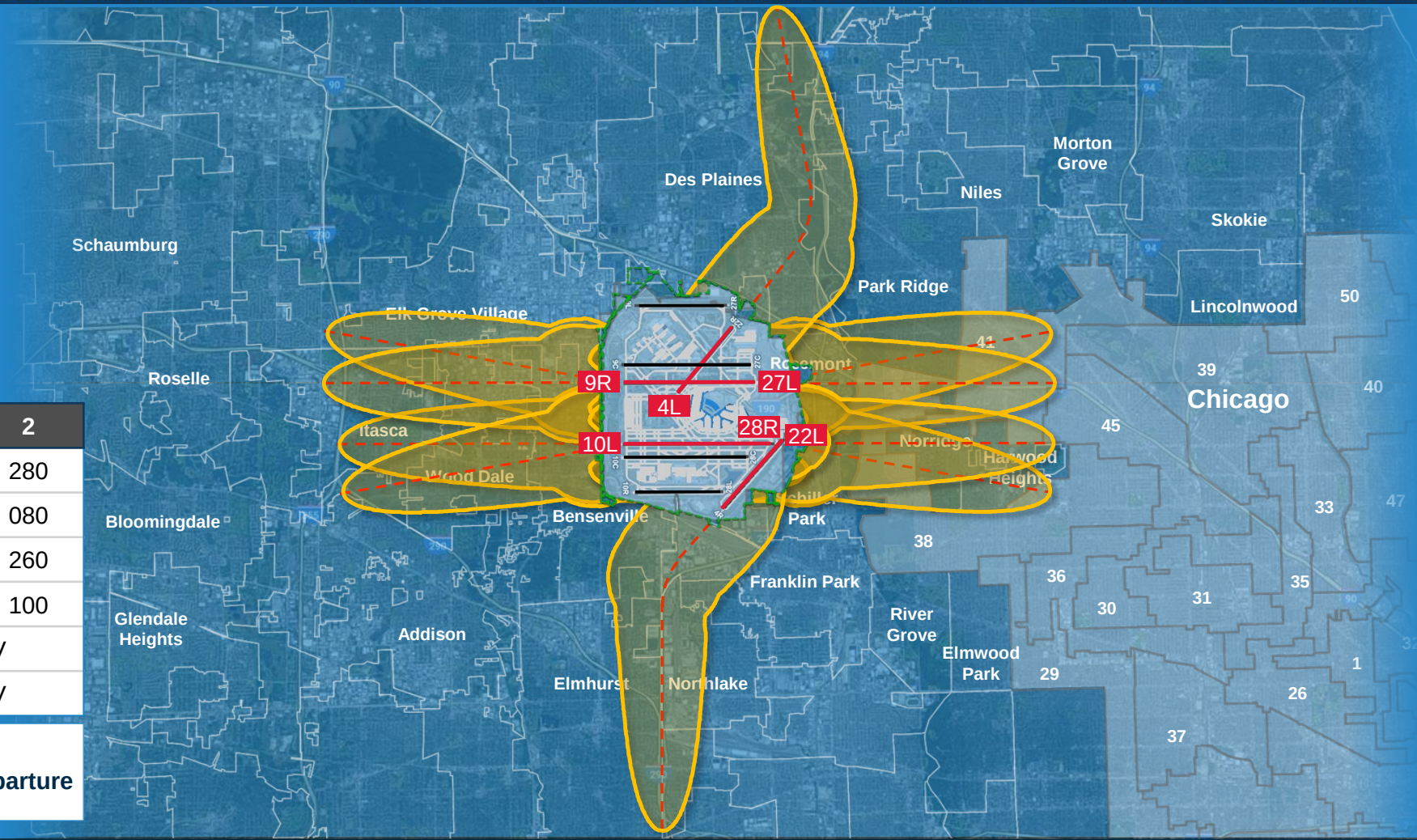
70 LMAX

Preferential Departure Paths

NOTE: SEE SLIDE 13 FOR A LIST OF ASSUMPTIONS

DEPARTURE CONCEPT C101
PARALLELS & DIAGONALS / SPLIT AIRFIELD
10° FROM CL & RWY HEADING (DIAGONALS RNAV)

C10-3



C10-2	1	2
27L	270	280
9R	090	080
28R	270	260
10L	090	100
22L	RNAV	
4L	RNAV	

70 LMAX

Preferential Departure Paths

NOTE: SEE SLIDE 13 FOR A LIST OF ASSUMPTIONS

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www.flychicago.com