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Preliminary Findings/Comments

RRP

Preliminary Report 02/11/16



**SUBURBAN O'HARE COMMISSION
PRELIMINARY REPORT ON PROPOSED ORD
RUNWAY HEADINGS, RUNWAY ROTATION PLAN
AND STATUS OF THE JDA 20 FQ
RECOMMENDATIONS**

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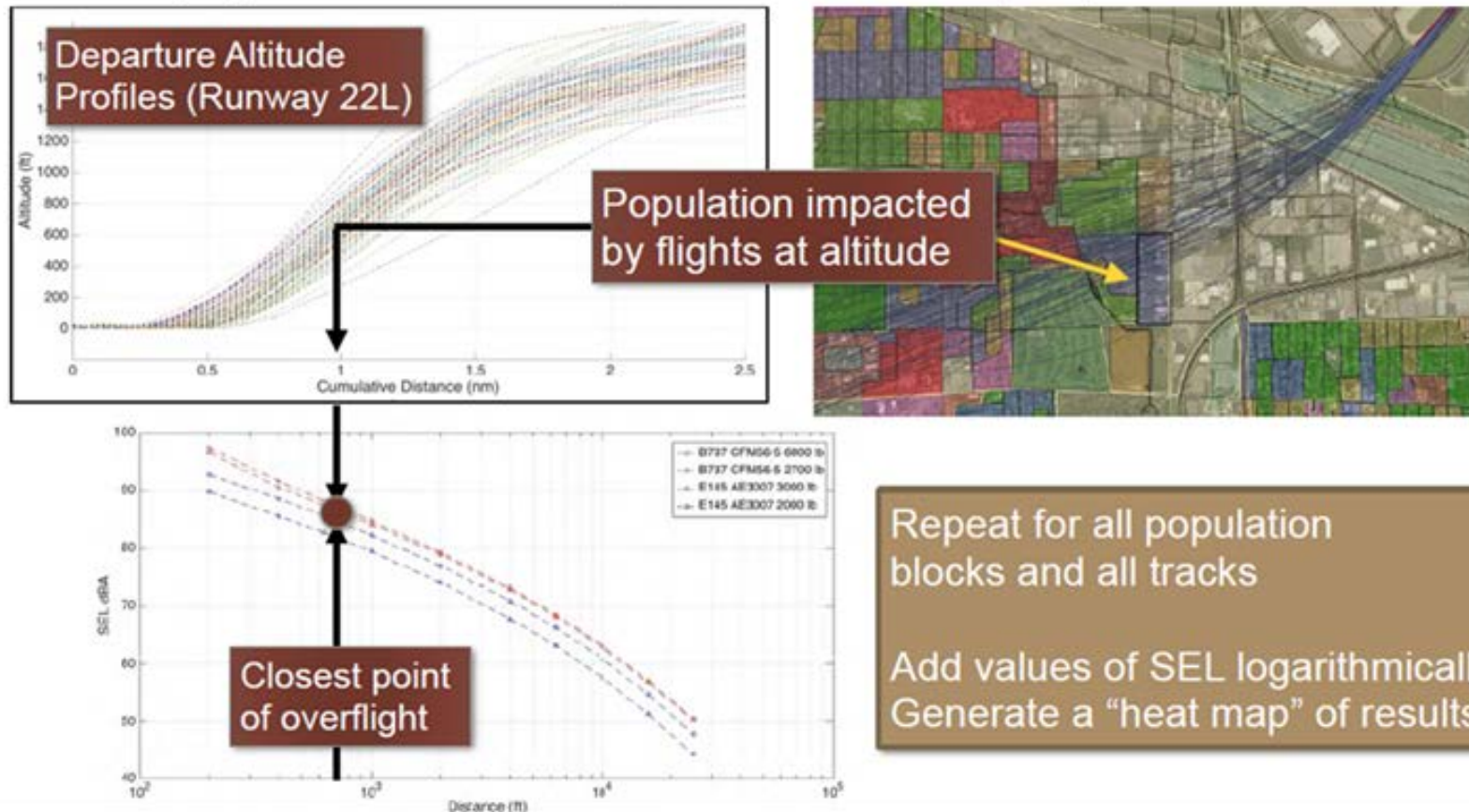
February 11, 2016

Preliminary Findings on RRP

- Support test period for RRP important first step
- Adjustment to the RRP after the test period should consider noise impact analysis to target appropriate changes
- Community input on appropriate metrics is required to analyze impact of any changes
- Ongoing assessments/balancing of the RRP are required to ensure the best results in the long term

Impact Methodology

- Estimate the contribution of Single Flyover event metric to each population center (block level analysis)



RRP Recommendations

- RRP should use all configurations possible
- Expand use of East flow during periods of calm winds (less than five knots)
- Daily rotation provides for more flexibility
- Weekly provides more predictability
- 3rd runway required during FQ II (2300 – 0600 hrs) for approx. 27 heavy aircraft operations per night
- 10L/28R and 10C/28C meet runway length design criteria for heavy aircraft operations with stage lengths over 7,000 nm
- On unavoidable consecutive nights using the same runway, consider rotating the initial headings to achieve more equitable noise dispersion
- Future runway 09C/27C and the extension of runway 09R/27L will improve options for heavy aircraft in the RRP

RRP with 3rd Runway for Heavy Aircraft

West								East					
Configuration	Arrival	Departure	3RD	3RD Runway Use	Initial Heading*	Period	Configuration	Arrival	Departure	3rd	3RD Runway Use	Initial Heading*	
1C	22R	22L	28C	ARR/DEP HVY	290	1	3A	10C	10L	32L	DEP	90	
2B	27L	28R	28R	ARR HVY	290	2	1A	4R	32L	10C	ARR/DEP HVY	90	
3B	28R	32L	28C	DEP HVY	RWY HDG	3	2A	9R	10C	10L	ARR HVY	120	
4A	14R	28R	28C	ARR HVY	RWY HDG/260	4	3A	10C	10L	32L	DEP NON HVY	120	
1A	22R	32L	28R	ARR/DEP HVY	260	5	4B	14R	9R	10C	ARR/DEP HVY	60	
2C	27L	22L	28C	ARR/DEP HVY	290	6	2A	9R	10L	10L	ARR HVY	60	
3A	28C	28R			290	7	3C	10L	32L	10 C	DEP HVY	90	
4B	14R	22L	28C	ARR/DEP HVY	RWY HDG	8	4A	14R	10L	10C	ARR HVY	90	
1B	22R	28R	28R	ARR HVY	RWY HDG	9	3B	10L	9R	10C	DEP HVY	120	
2A	27L	32L	28C	ARR/DEP HVY	260	10	4A	14R	10L	10C	ARR HVY	120	

*Rotate initial headings on 28C and 28R with each use for heavy departures

*Rotate initial headings on 10C and 10L with each use for heavy departures

- 10 periods utilize all possible configurations illustrated by CDA
- Period can be daily (greater flexibility) or weekly (greater predictability)
- FQ period winds allow for more equitable balance between West & East flow (winds less than 5 knots allow East flow 71 percent of the time – 2014 East flow utilization during FQ was approximately 22 percent)

DECISION CRITERIA

Departure Procedures

Three Fly Quiet Programs

Fly Quiet II Rotation

1. **Establish Rotation Plan** – Request the FAA/CDA establish a runway rotation program for Fly Quiet II (Overnight hours) to achieve a more balanced distribution of noise exposure as defined in the ONCC Aircraft Noise Report.
2. **Limit use of 10L/28R to Long Haul Flights** – Prioritize use of Runway 10L/28R only for departing aircraft that require 13,000 feet to the extent possible. Use other runways to the extent possible for flights that require less than 13,000 feet.
3. **Rotate East and West Flow (7 knot Tailwind)** – Avoid consecutive periods of east flow or west flow runway use except when conditions result in a tailwind exceeding 7 knots.
4. **Avoid Consecutive Community Impacts** – Avoid impacting communities with the same operation type (arrival or departure) two periods in a row.
5. **Include 14R and 32L** – Include 14R arrivals and 32L departures until the permanent closing of 14R/32L. Once this occurs, the compatible land use corridor to the northwest would be utilized with other runways to the extent possible.
6. **Define Runway Availability** – CDA communicates nightly runway availability & closures based on the above principles to the FAA with consideration of runway maintenance and inspection requirements.
7. **Conduct a Test and Monitor Performance** – Conduct a 6-month test that applies these principles and records nightly runway use and monthly noise levels by community for ONCC review.
8. **Require ONCC Review** – Final rotation plans are to be reviewed by ONCC prior to finalization and publication.

Draft For Discussion

2 Preliminary Draft – For Discussion Only
O'HARE & MIDWAY INTERNATIONAL AIRPORTS



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Questions?