



Arlene A. Juracek
Chair

Joseph J. Annunzio
Vice-Chair

Dr. Raymond J. Kuper
Treasurer
Chair, School Committee

Jamie L. Rhee
Commissioner of Aviation

Ralph Sorce
Chair, Residential Committee

Jeanette Camacho
Executive Director

Members:

Addison
Arlington Heights
Bartlett
Bensenville
Bloomingdale
Chicago
Chicago Wards
36, 38, 39, 40, 41, 45
Cook County
Des Plaines
Downers Grove
DuPage County
Elmhurst
Elmwood Park
Franklin Park
Glenview
Hanover Park
Harwood Heights
Hoffman Estates
Itasca
Lincolnwood
Maywood
Melrose Park
Mount Prospect
Niles
Norridge
Northlake
Palatine
Park Ridge
River Forest
River Grove
Rolling Meadows
Rosemont
Schaumburg
Schiller Park
South Barrington
St. Charles
Stone Park
Wayne
Wood Dale

School Districts:

2, 7, 48, 59, 63, 64, 80, 81, 84,
84.5, 85.5, 86, 87, 88, 89, 100,
205, 207, 214, 234, 299, 401

O'Hare Noise Compatibility Commission INTERIM FLY QUIET TALKING POINTS

October 2019

During preparation of the O'Hare Modernization Environmental Impact Statement (EIS), FAA received comments concerning noise, as well as requests to alter the existing nighttime **preferential runway use program, called Fly Quiet**. FAA's 2005 Record of Decision (ROD) for the EIS indicated that changes or modifications to Fly Quiet were possible: "The Fly Quiet Program will be modified by ONCC in the future...if needed...in consultation with the FAA and the City of Chicago Department of Aviation. Modification requiring FAA action would be subsequent to its prior approval, and any necessary environmental review."

SUMMARY

The Interim Fly Quiet Runway Rotation plan (IFQ) will be in effect from Sunday, November 3, 2019 through May 16, 2020.

The IFQ features an eight-week rotation plan with six configurations arranged to alternate each week between parallel and diagonal runways and rotating east flow and west flow. For each week, a primary and secondary runway use configuration is provided to accommodate potential changes in wind direction. The runway use configurations have been defined and approved by the ONCC to balance noise exposure to the extent possible. Special procedures have been defined to accommodate aircraft that require specific runways.

Ad Hoc Fly Quiet Committee

- In September 2015, the ONCC formed an **ad hoc Fly Quiet Committee** to review, modify and make recommendations to the existing Fly Quiet nighttime noise abatement program.
- The **ONCC ad hoc Fly Quiet Committee met for the first time on Monday, October 19, 2015**. The nine-member committee, appointed by ONCC Chair mayor Arlene Juracek, represented communities surrounding the airport. FAiR representatives, Chicago Department of Aviation and Suburban O'Hare Commission consultants were also in attendance.
- ONCC developed and oversaw three **Proposed Interim Fly Quiet Runway Rotation Plan tests** to collect data on possible Fly Quiet runway configurations to be used at night that could provide near-term relief to the most impacted communities surrounding O'Hare.

Proposed Interim Fly Quiet Runway Rotation Plan tests

Test 1 – July to December 2016

Test 1 was conducted from the night of July 6, 2016 through the morning of December 25, 2016. Its purpose was to evaluate the possibility of a weekly rotation and the capabilities of the different configurations. Test 1 included a 25-week schedule that consisted of 12 weekly periods intended to balance the overnight noise.

Test 2 – April to July 2017

Test 2 was conducted from the night of April 30, 2017, through the morning of July 23, 2017. Its purpose was to test the capabilities of the different configurations after responding to FAA comments on Test 1, and to test new configurations that were not included in Test 1.

Test 3 – July to October 2017

Test 3 was conducted from the night of July 23, 2017, through the morning of October 15, 2017. Its purpose was to test a condition that could be in place during the period between Runway 15/33 decommissioning until Runway 9C/27C commissioning.

Interim Fly Quiet (IFQ) Runway Rotation Plan

- At a special meeting held in December 2017, **ONCC members approved an Interim Fly Quiet (IFQ) Runway Rotation Plan** based on Test 3 and requested the CDA submit the plan to the FAA for approval.
- In February 2018, the **CDA submitted a formal plan to the FAA** for environmental review and approval. The FAA environmental review of the IFQ throughout 2018 and 2019 included a public participation process, during which ONCC as well as impacted communities provided input. The FAA accepted written comments from the public and hosted several public workshops to share information and answer questions from residents.
- In July 2019, the **FAA released the Final Re-Evaluation Report** for the Proposed Interim Fly Quiet Plan, determining “that there are no significant new circumstances that require the preparation of a new Environmental Impact Statement and that the 2005 environmental analysis for the O’Hare Modernization Program remains valid.” This determination from the FAA gave the CDA the green light to move forward with the IFQ. More information on the FAA Re-evaluation is available [here](#).
- The Interim Fly Quiet Runway Rotation Plan at O’Hare International Airport is **scheduled to begin on Sunday, November 3, 2019** and will be in place through May 16, 2020.
- The IFQ proposal features an **eight-week rotation plan** with six configurations arranged to alternate each week between parallel and diagonal runways and rotating east flow and west flow.
- The airport will operate under **traditional Fly Quiet** from May 16, 2020 – September 2020 while rehab work on Runway 4R/22L is taking place.
- **IFQ will be back in effect from September 2020 – February 2021**, at which time construction on the runway 9R extension will necessitate the return to traditional Fly Quiet through November 2021 when OMP full build out is reached.

Next Steps: FQ21

- The permanent **Fly Quiet Committee** was formed by the ONCC in 2018 to **consider modifications to the Fly Quiet program to be in place once the O'Hare Modernization Plan is completed** and full build-out is reached. The addition of new runways could provide additional options for a more balanced distribution of noise not currently available in the existing Fly Quiet program.
- The **11 member committee** is appointed by the ONCC Chair with consent of the Executive Committee, and is intended to provide balanced representation for each quadrant surrounding the airport.
- The FAA is currently reviewing **safety concerns regarding use of the north airfield at night**. Maintenance hangars are located on the north airfield, and the FAA has expressed concern regarding aircraft crossing live runways to reach those locations.
- While this review is underway, the committee is considering **departure headings**. Departure heading discussions include deciding whether the committee prefers to spread headings out over a geographic area to avoid repeated impact, or to send flights over less populated areas. The Committee is also considering the option of Performance Based Navigation (PBN) for certain headings, sending flights over a very concentrated and precise path. The target completion and implementation for FQ21 is 2021, contingent upon approval from CDA and FAA.

(Updated 10/28/2019)