



**Aviation Technology Solutions**

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# Welcome

# 20 Fly Quiet Recommendations

Recommendation	Description	Responsibility	Likely Benefit *
JDA-FQ-1	Revise Mission and Resources	CDA	Moderate
JDA-FQ-2	Second Departure Runway to Start FQ	CDA, FAA	Moderate
JDA-FQ-3	Daily FQ Termination	FAA	Minor
JDA-FQ-4	ATC Compliance/Education	CDA, FAA	Moderate
JDA-FQ-5	Continuous Descent Arrivals	FAA	Moderate
JDA-FQ-6	NADP Update	CDA	Minor
JDA-FQ-7	Add Noise Headings for New Runways	SOC/CDA/FAA	Significant
JDA-FQ-8	Review Existing Noise Headings	SOC/CDA/FAA	Significant
JDA-FQ-9	Periodic Fly Quiet Review	CDA	Moderate
JDA-FQ-10	RNAV Procedures	FAA	Significant
JDA-FQ-11	Geographic Review	SOC/FAA	Moderate
JDA-FQ-12	Fly Quiet Headings in Light Traffic 24/7	FAA	Moderate
JDA-FQ-13	Reverse Thrust	CDA/FAA	Minor
JDA-FQ-14	Old Aircraft	CDA	Moderate
JDA-FQ-15	Advocate A320 Modification	CDA	Moderate
JDA-FQ-16	Report Card Program	CDA	Minor
JDA-FQ-17	Three Runways in FQ	CDA, FAA	Significant
JDA-FQ-18	Runway Rotation Plan	CDA, FAA	Significant
JDA-FQ-19	Reduce Intersection Departures	FAA	Moderate
JDA-FQ-20	Eliminate Visual Approaches During FQ.	FAA	Minor
	* Subjective noise mitigation benefit based upon estimated effects and probability of success		

# Already Complete or In Work By CDA

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**FQ-1 REVISE MISSION AND RESOURCES**

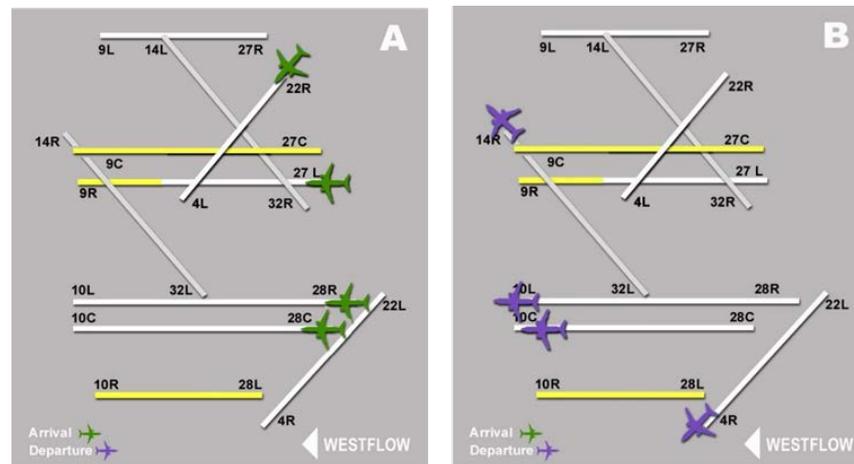
**FQ-19 REDUCE INTERSECTION DEPARTURES**

**FQ-4 ATC COMPLIANCE/EDUCATION**



# FQ-2 SECOND DEPARTURE RUNWAY TO START FQ

CDA should leave a third runway open during Fly Quiet hours, including at least one diagonal runway, to disperse noise effects and to reduce flying distances over communities



# FQ-3 DAILY FQ TERMINATION

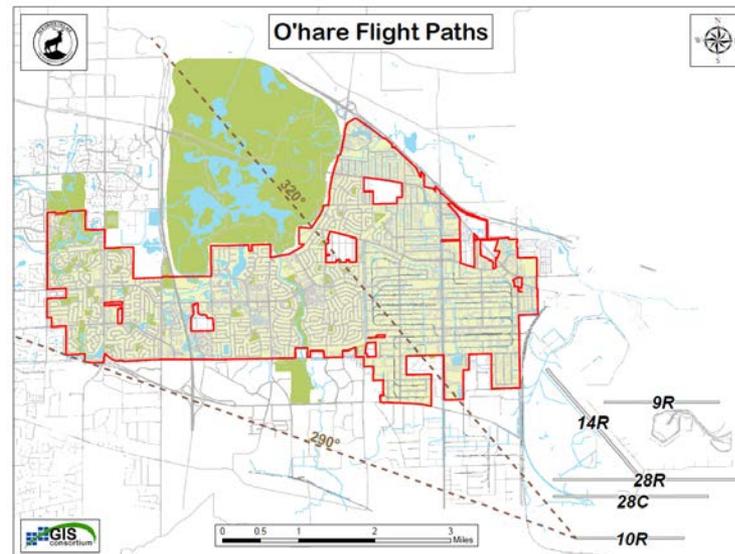
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CDA should advocate the FAA to encourage operational personnel to avoid terminating Fly Quiet departure procedures prematurely



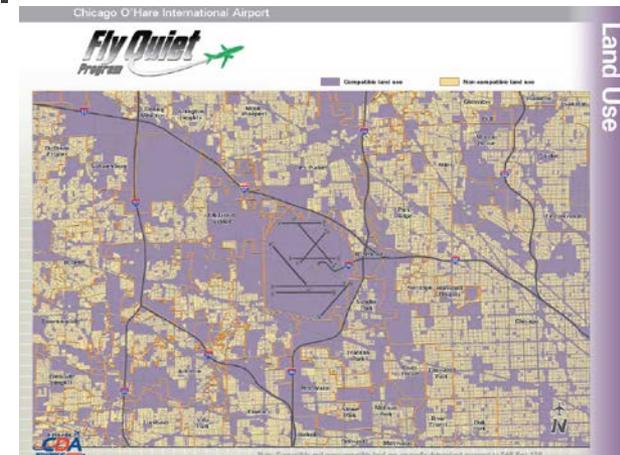
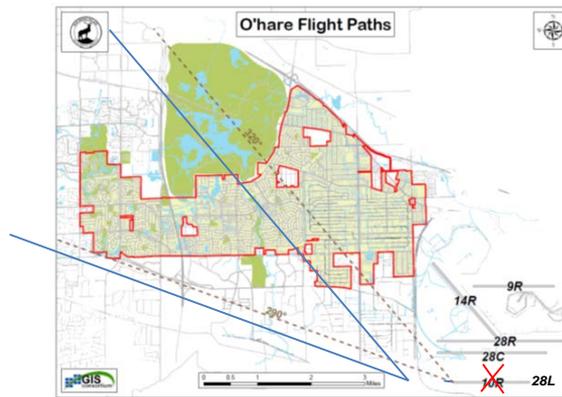
# FQ-7 ADD NOISE HEADINGS FOR NEW RUNWAYS

SOC, CDA and FAA should coordinate to assess departure flight paths from ORD's newest runways and preferred departure headings for noise abatement and include those within the Fly Quiet Manual



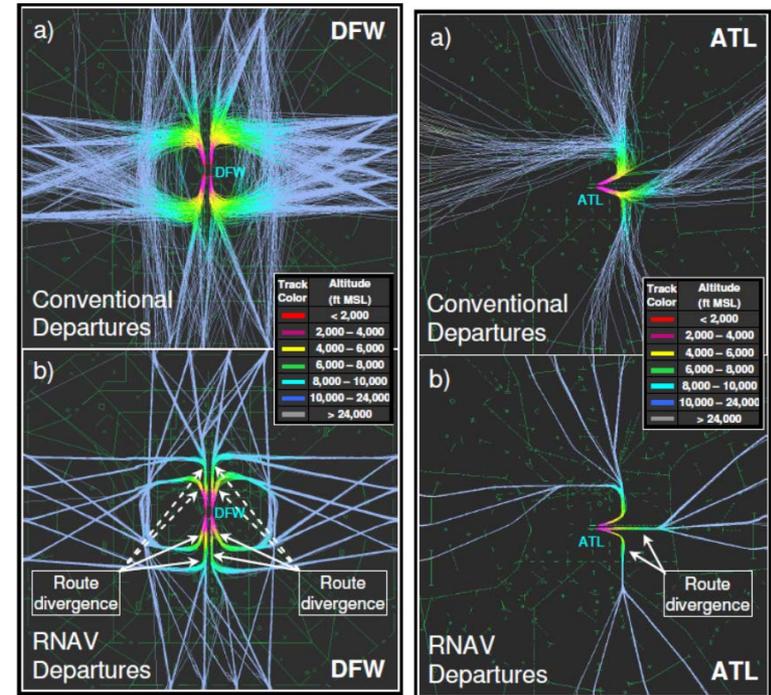
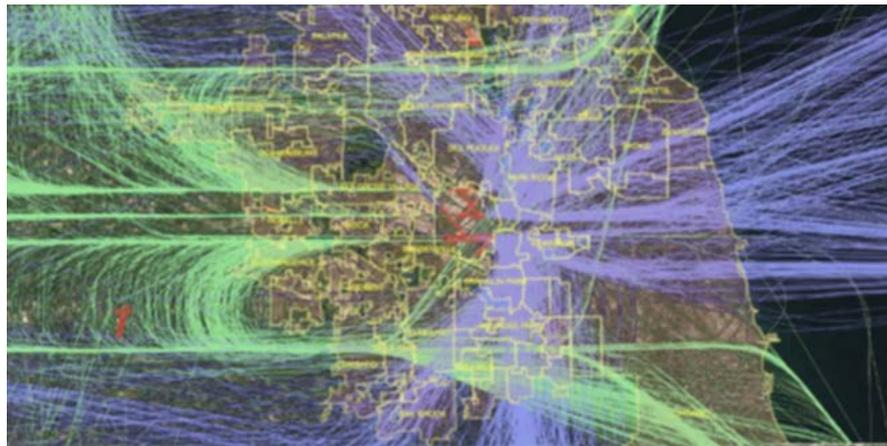
# FQ-8 REVIEW EXISTING NOISE HEADINGS

Assess all current recommended departure headings to determine whether they are actually achieving the goal of directing flights over less-populated areas and revised as required to minimize population impacted by noise on a rotating basis every evening to the extent practical. The CDA should utilize a computer driven model to best determine how to distribute flights over the region on an objective bases to minimize the impact on any particular community. Take-offs should be evenly disbursed over the entire population.



# FQ-10 RNAV PROCEDURES

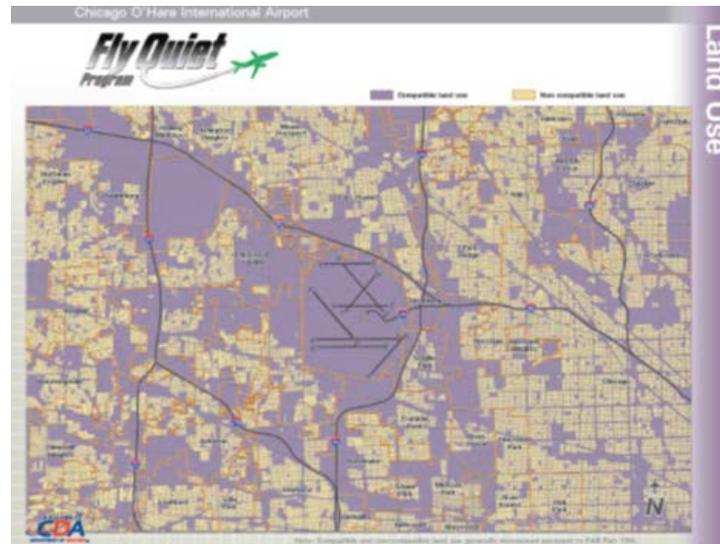
CDA should work with FAA to Reevaluate RNAV arrival/departure procedures to determine whether amendments or new procedures could be designed and implemented to provide additional noise impact reductions



# FQ-17 THREE RUNWAYS IN FQ

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Utilize two or more departure runways during Fly Quiet along with a wider range of departure headings, allowing air traffic control to expedite traffic and draw overall aircraft operations per impacted area down to lower traffic levels more quickly in the busy shoulder hours

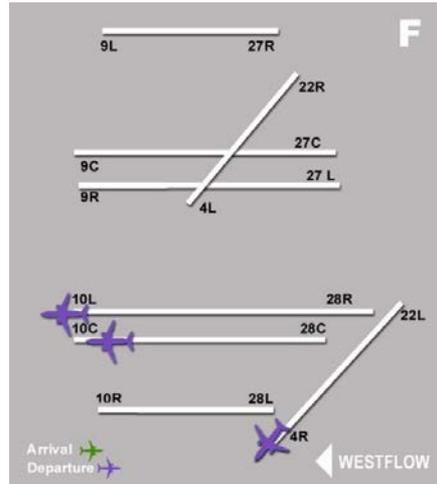
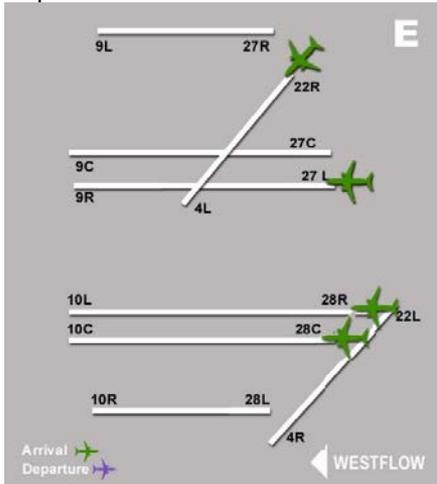


# FQ-18 RUNWAY ROTATION PLAN

CDA should implement a Runway Rotation plan to avoid concentrating flights over the same communities and equitably distribute noise during Fly Quiet hours

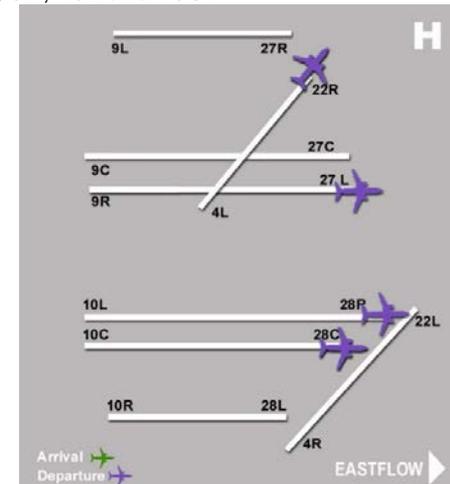
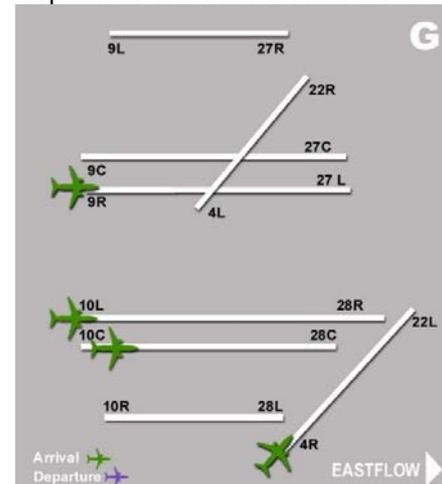
## West Winds

Arrivals can be rotated between 28C, 28R, 27L and 22R.  
Departures can be rotated between 28R, 28C and 22L.



## East Winds

Arrivals can be rotated between 9R, 10L, 10C and 4R.  
Departures can be rotated between 4L, 9R, 10L and 10C.





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# Questions?