

O'Hare Noise Compatibility Commission
Fly Quiet Committee
Fly Quiet 21 Criteria

Develop multiple alternatives based on the following criteria:

- 1. Establish a Nighttime Noise Abatement Program** – Establish a nighttime noise abatement program that achieves a more balanced distribution of noise exposure.
- 2. Establish Runway Rotation Schedule** – Establish a weekly runway rotation schedule to achieve a more balanced distribution of noise exposure. Each period should consist of one arrival and one departure runway and a secondary plan for opposite wind conditions. The following runways at a minimum should be in the schedule: **9C-27C, 9R-27L, 10L-28R, 10C-28C, 4L-22R, 4R-22L**
- 3. Establish Flight Path Rotation Schedule** – Establish a weekly departure procedure rotation schedule to compliment the runway rotation schedule in order to achieve a more balanced and equitable distribution of noise exposure. Each period should consist of one departure procedure for a primary configuration and one departure procedure for secondary configuration. Multiple departure procedures should be evaluated for all available runways.
- 4. Alternate Periods of East and West Flow** – Minimize the overuse of east flow or west flow runway use to the extent possible by alternating periods of east and west flow.
- 5. Avoid Consecutive Impacts** – Minimize the potential for impacting areas with the same type of arrivals or departures two periods in a row.

- 6. Utilize Runways Full Length for Departures** – When possible departures should use the full runway length in order to maximize the aircraft altitude.
- 7. Avoid Overuse of Any Single Runway** – Avoid the overuse of any single runway identified in Item 2. Limit the use of “long” runways to the extent possible when not in scheduled rotation.
- 8. Require ONCC Fly Quiet Committee Review** – Final FQ21 proposal requires Fly Quiet Committee recommendation and full ONCC approval before being submitted to the FAA for Review.