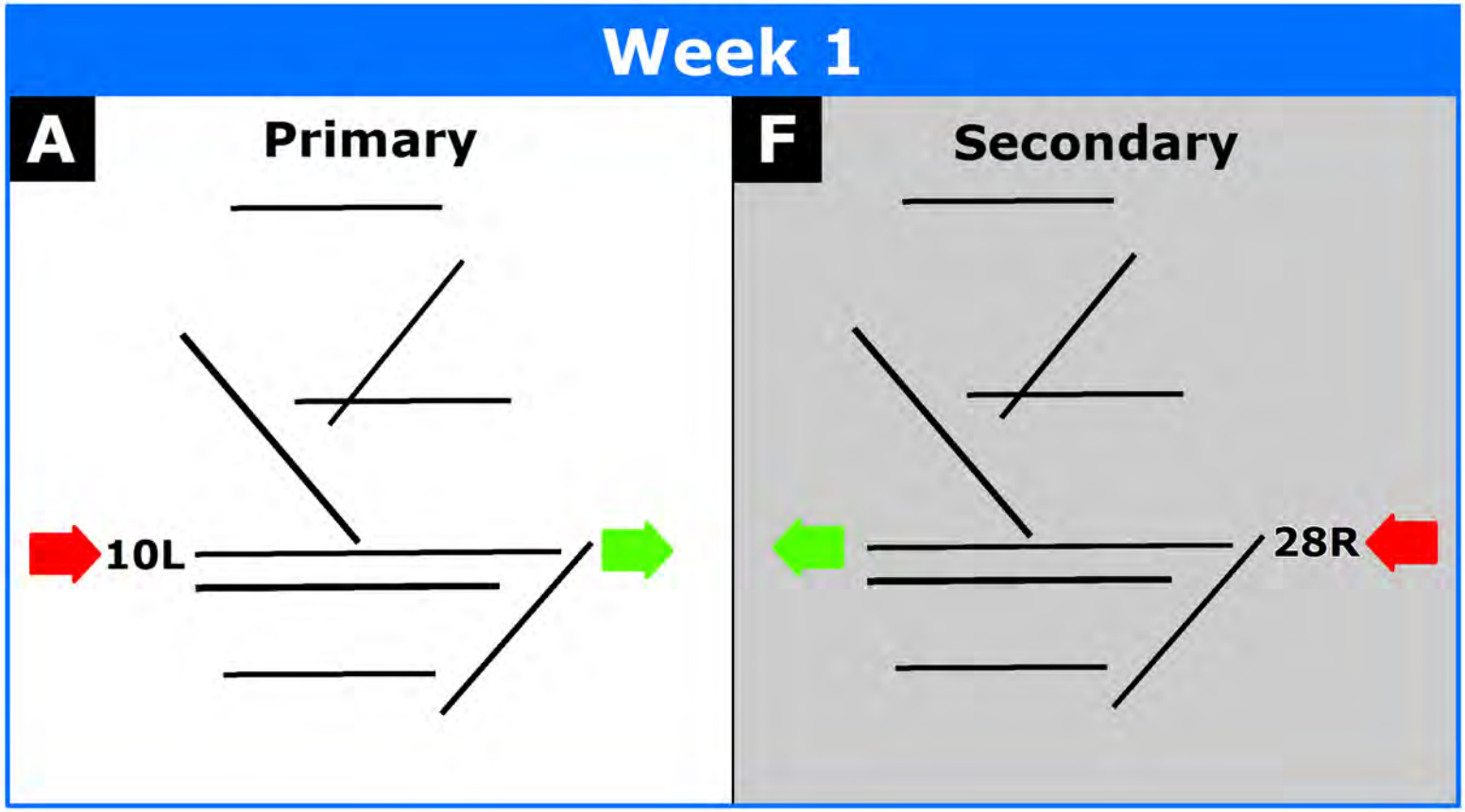
PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 1)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



Notes

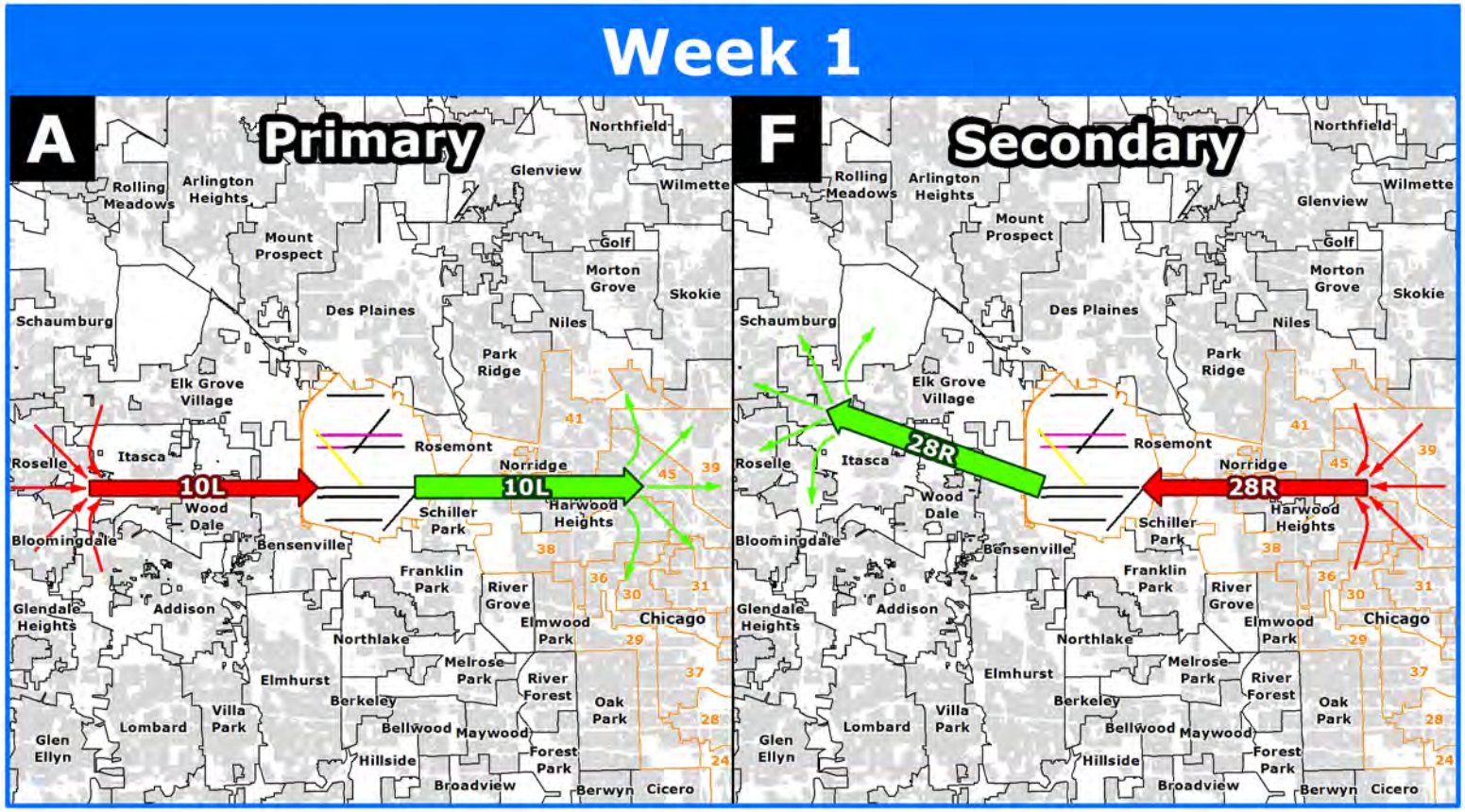
- Flights that require additional runway length should contact Chicago Department of Aviation (CDA) Operations at a minimum of 2 hours prior to arrival or departure.
- Alternative runways may be used to allow for construction, snow removal, runway maintenance, runway inspection and strong winds.
- Available runways are determined by CDA.

Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 1)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



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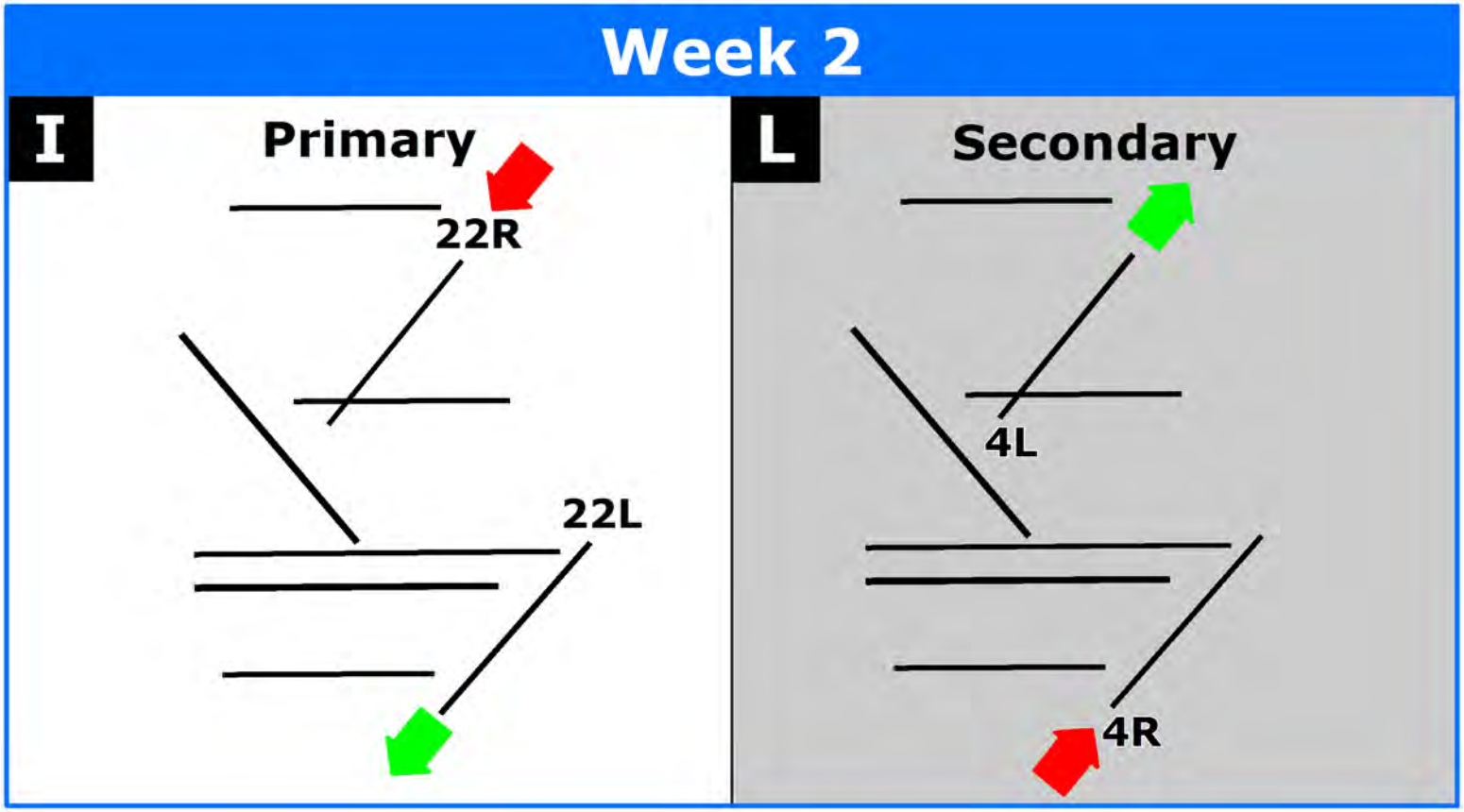
- Alternative runways may be used to allow for construction, snow removal, runway maintenance, runway inspection and strong winds.
- Available runways are determined by CDA.

Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 2)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



Notes

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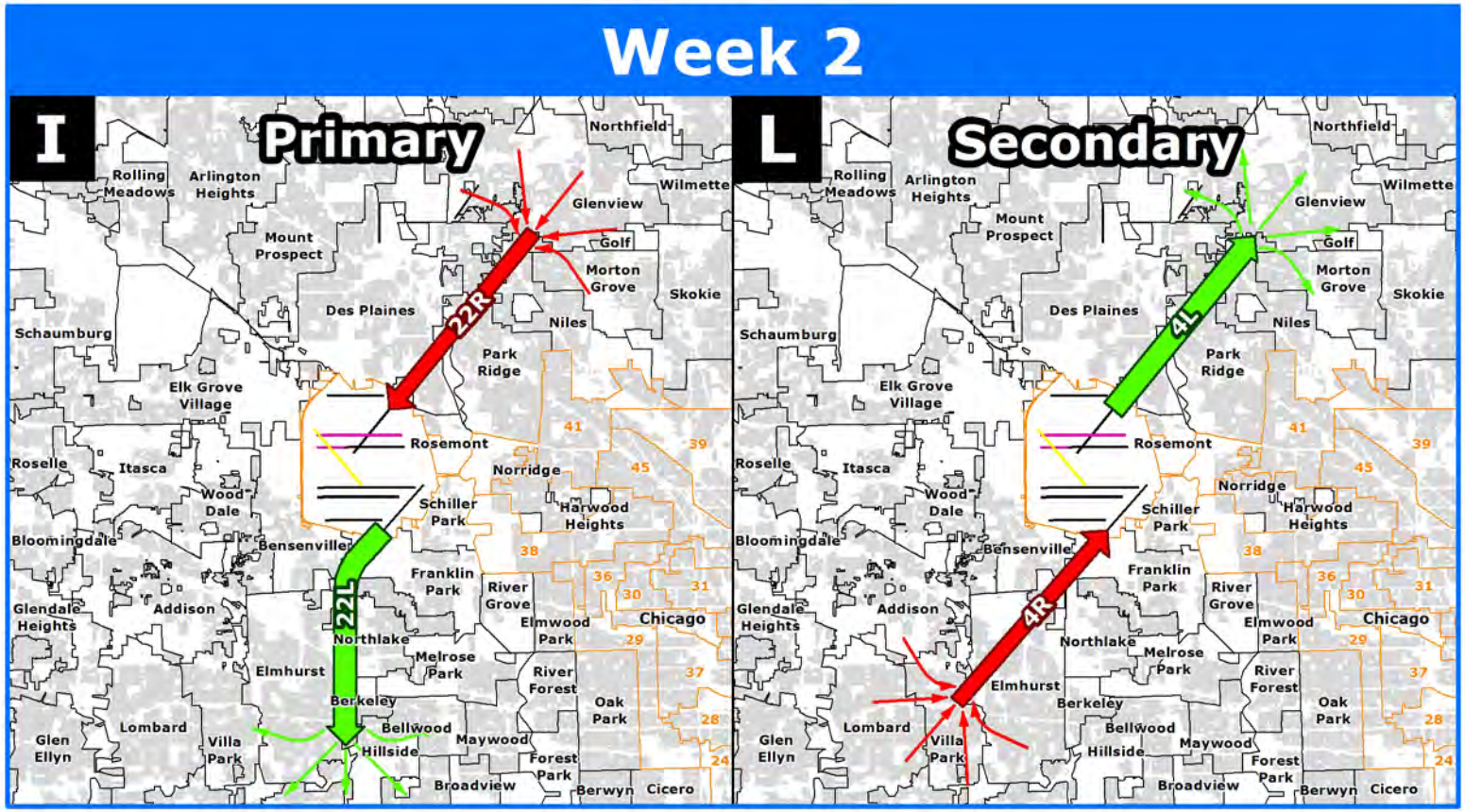
- Alternative runways may be used to allow for construction, snow removal, runway maintenance, runway inspection and strong winds.
- Available runways are determined by CDA.

Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 2)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



Notes

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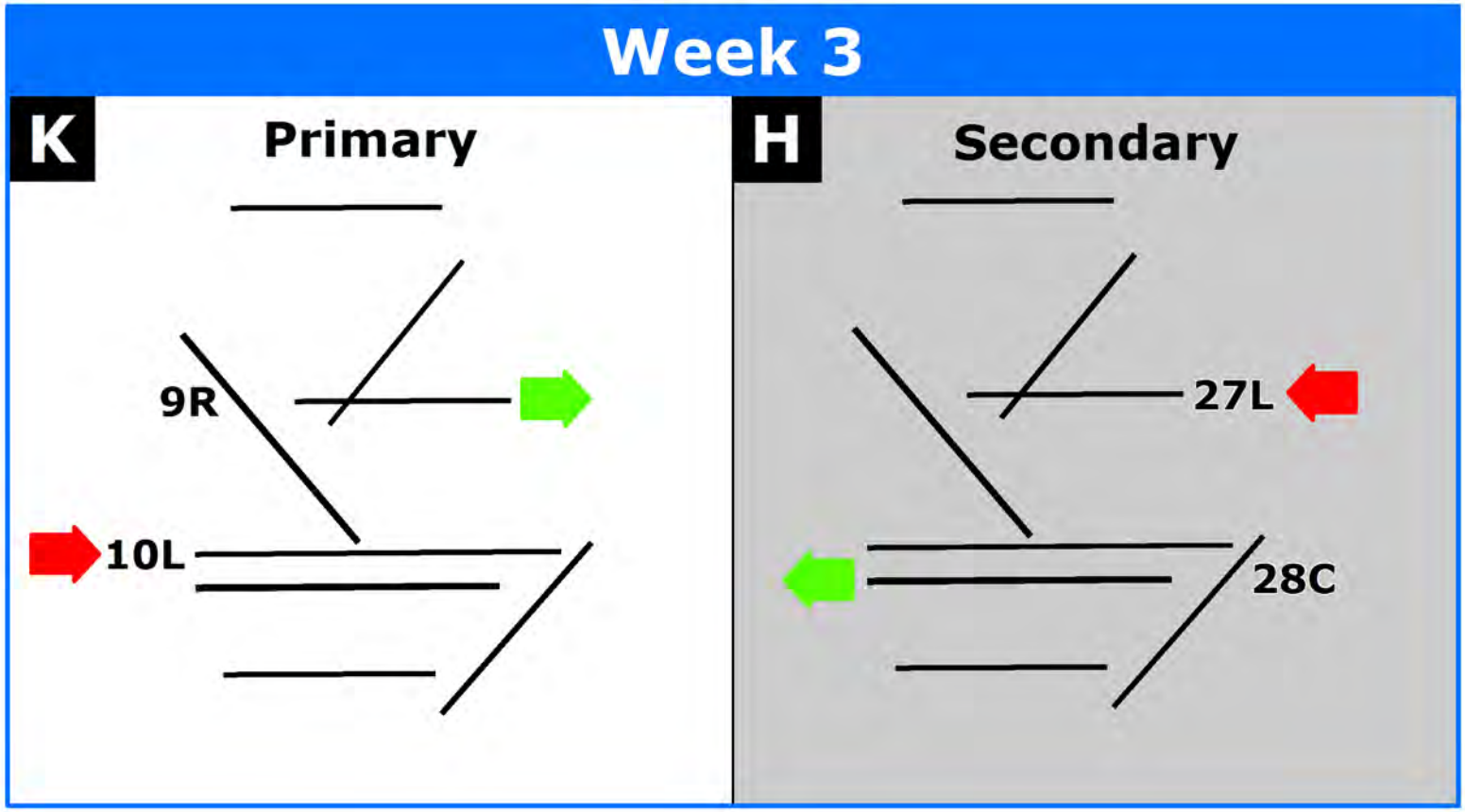
- Available runways are determined by CDA.

Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 3)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



Notes

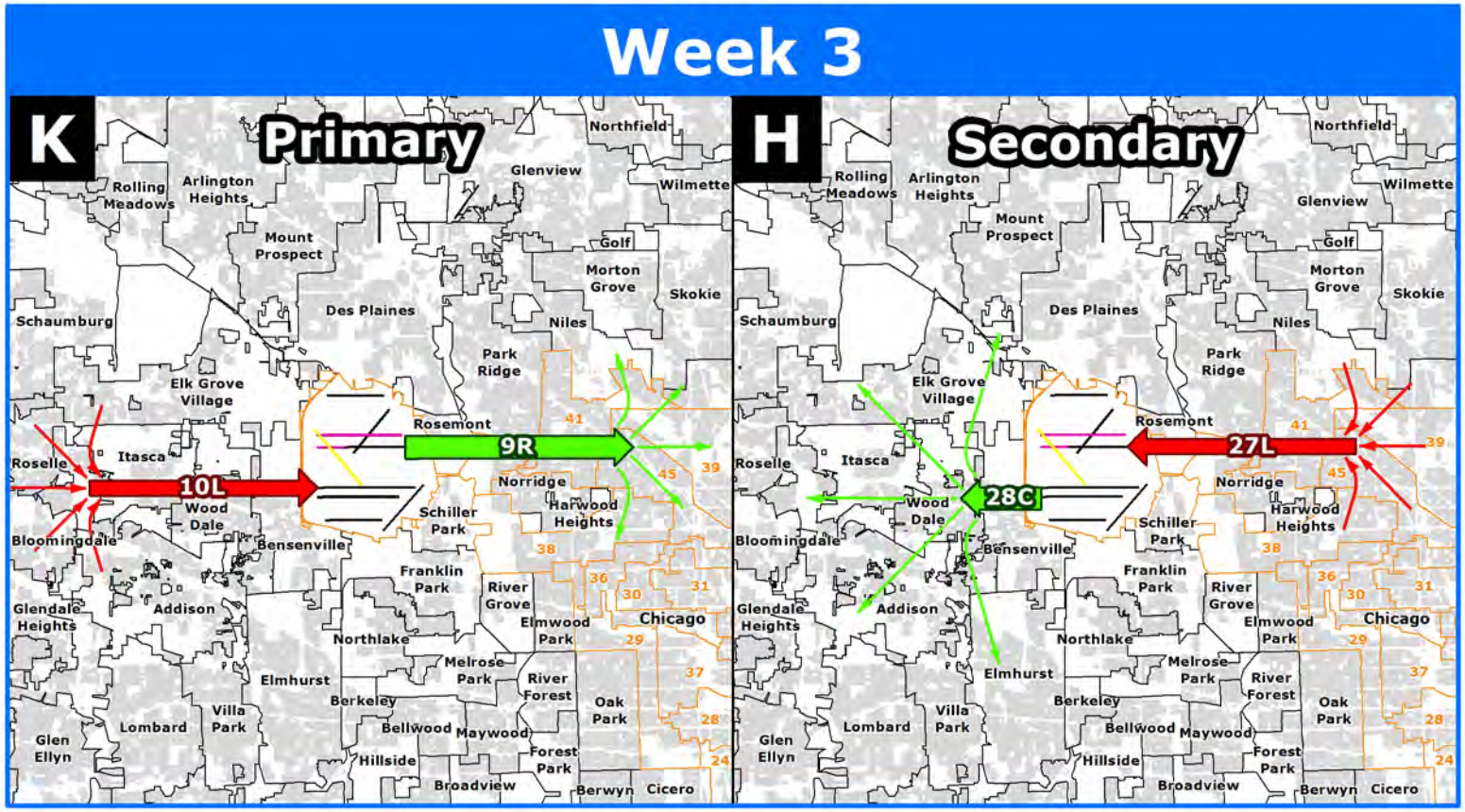
- Flights that require additional runway length should contact Chicago Department of Aviation (CDA) Operations at a minimum of 2 hours prior to arrival or departure.
- Alternative runways may be used to allow for construction, snow removal, runway maintenance, runway inspection and strong winds.
- Available runways are determined by CDA.

Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 3)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



Notes

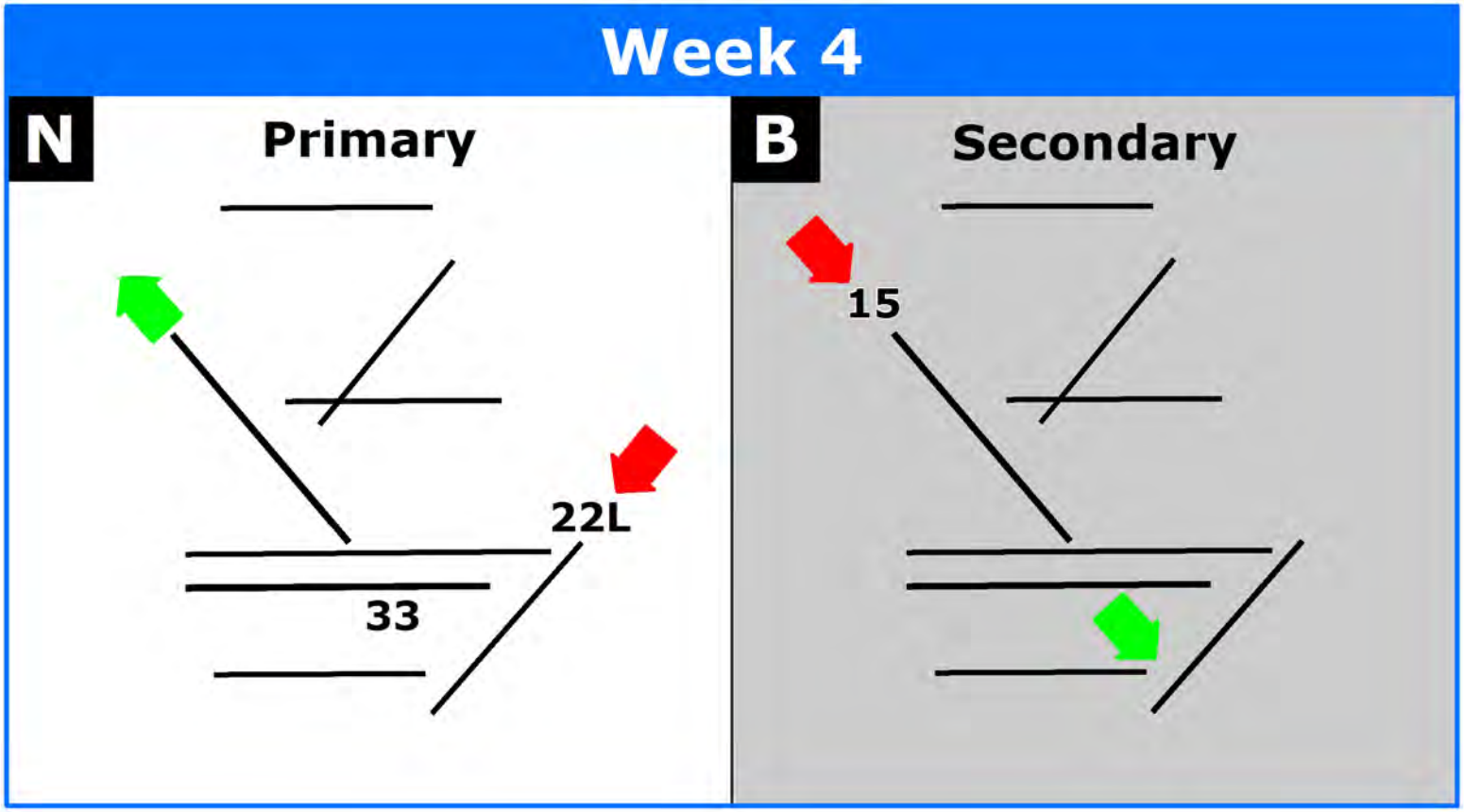
- Flights that require additional runway length should contact Chicago Department of Aviation (CDA) Operations at a minimum of 2 hours prior to arrival or departure.
- Alternative runways may be used to allow for construction, snow removal, runway maintenance, runway inspection and strong winds.
- Available runways are determined by CDA.

Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 4)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



Notes

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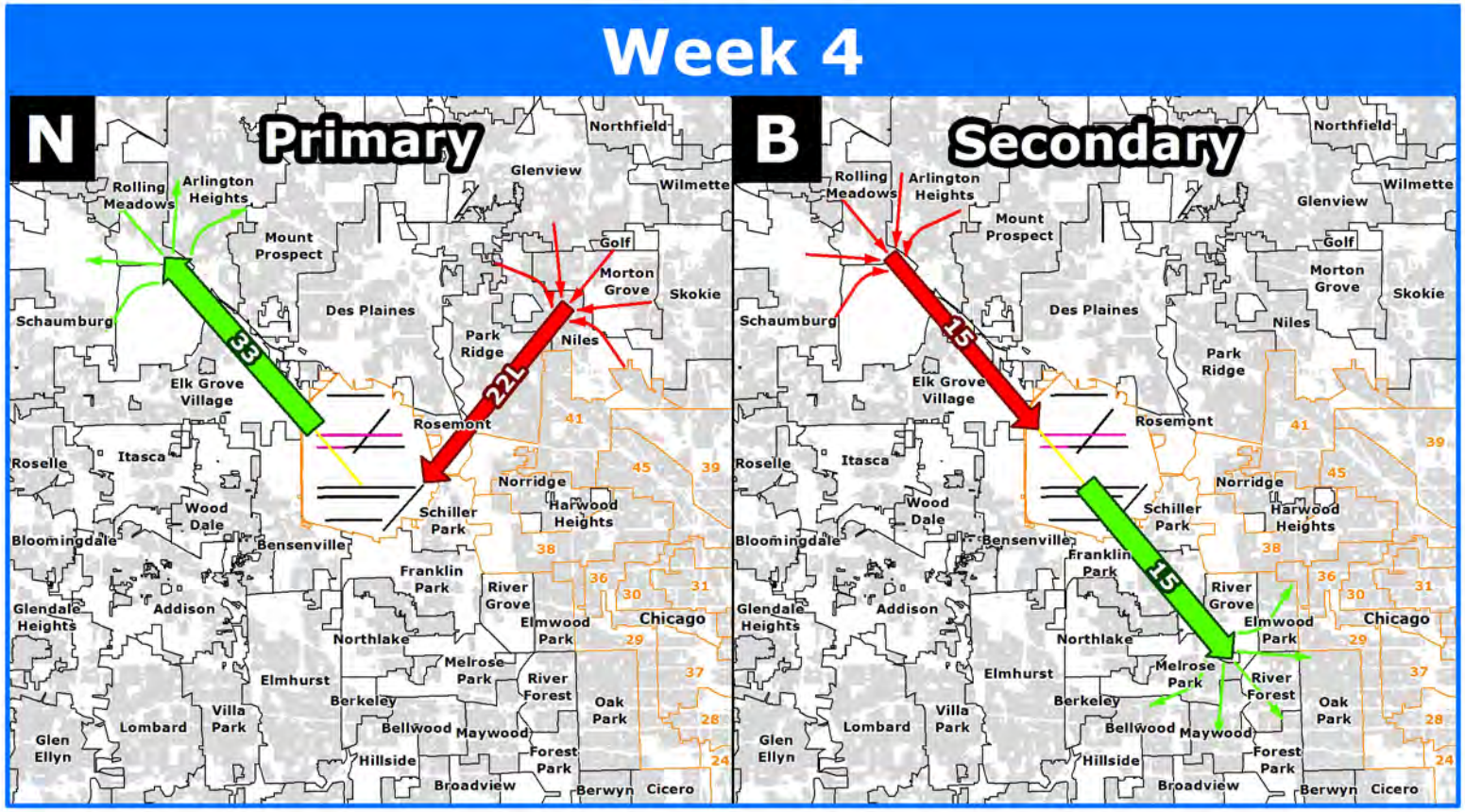
- Alternative runways may be used to allow for construction, snow removal, runway maintenance, runway inspection and strong winds.
- Available runways are determined by CDA.

Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 4)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



Notes

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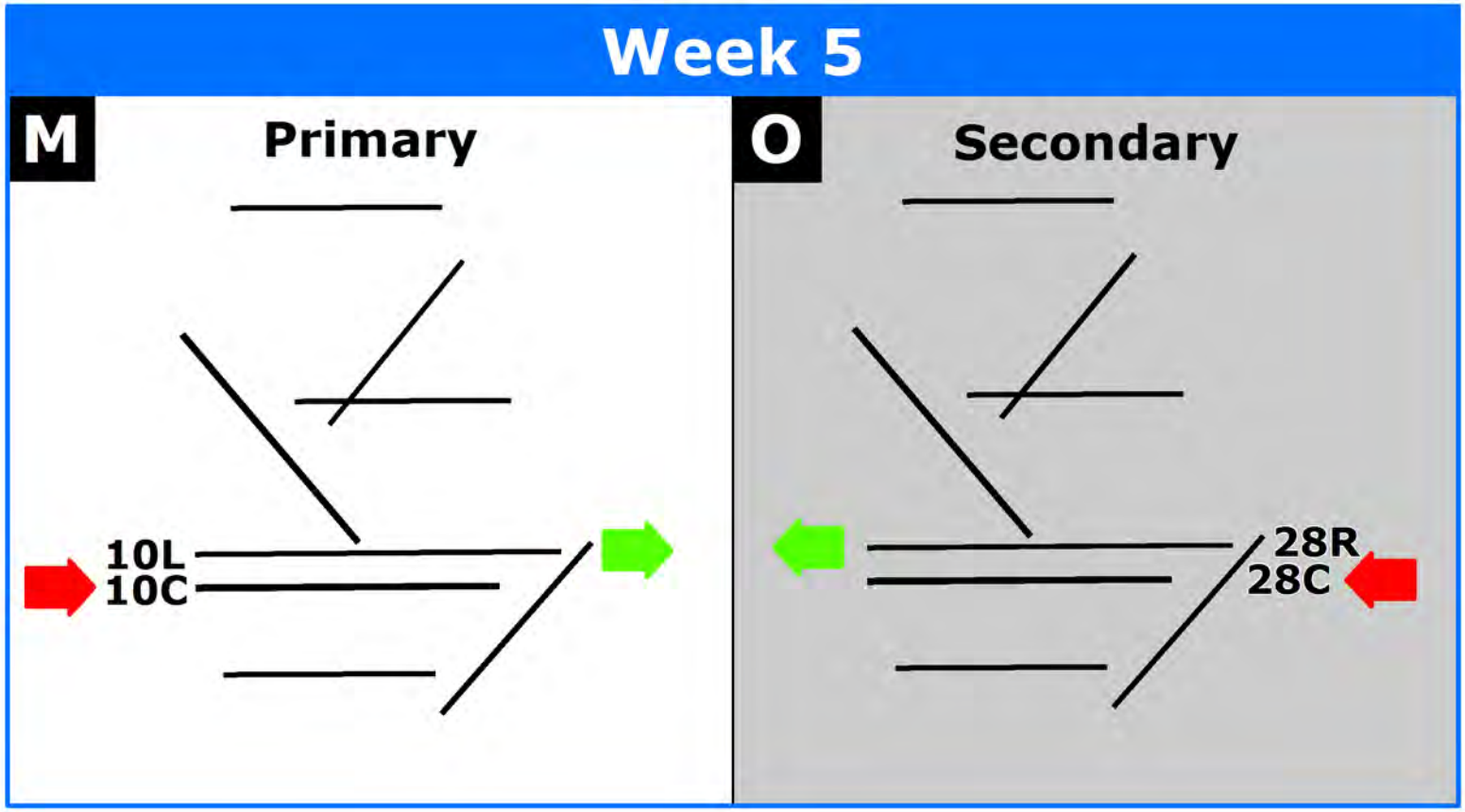
- Alternative runways may be used to allow for construction, snow removal, runway maintenance, runway inspection and strong winds.
- Available runways are determined by CDA.

Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 5)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



Notes

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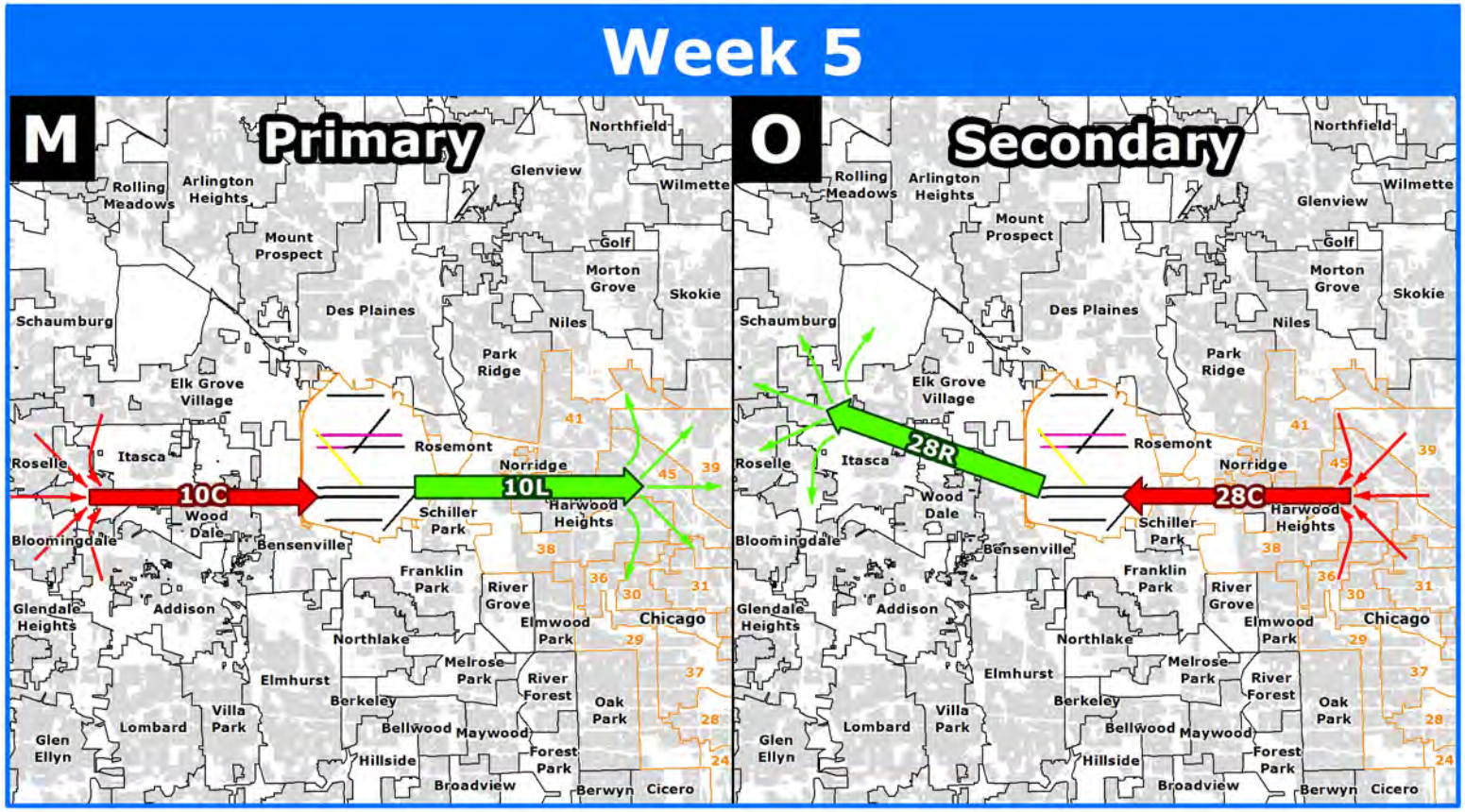
- Alternative runways may be used to allow for construction, snow removal, runway maintenance, runway inspection and strong winds.
- Available runways are determined by CDA.

Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 5)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



Notes

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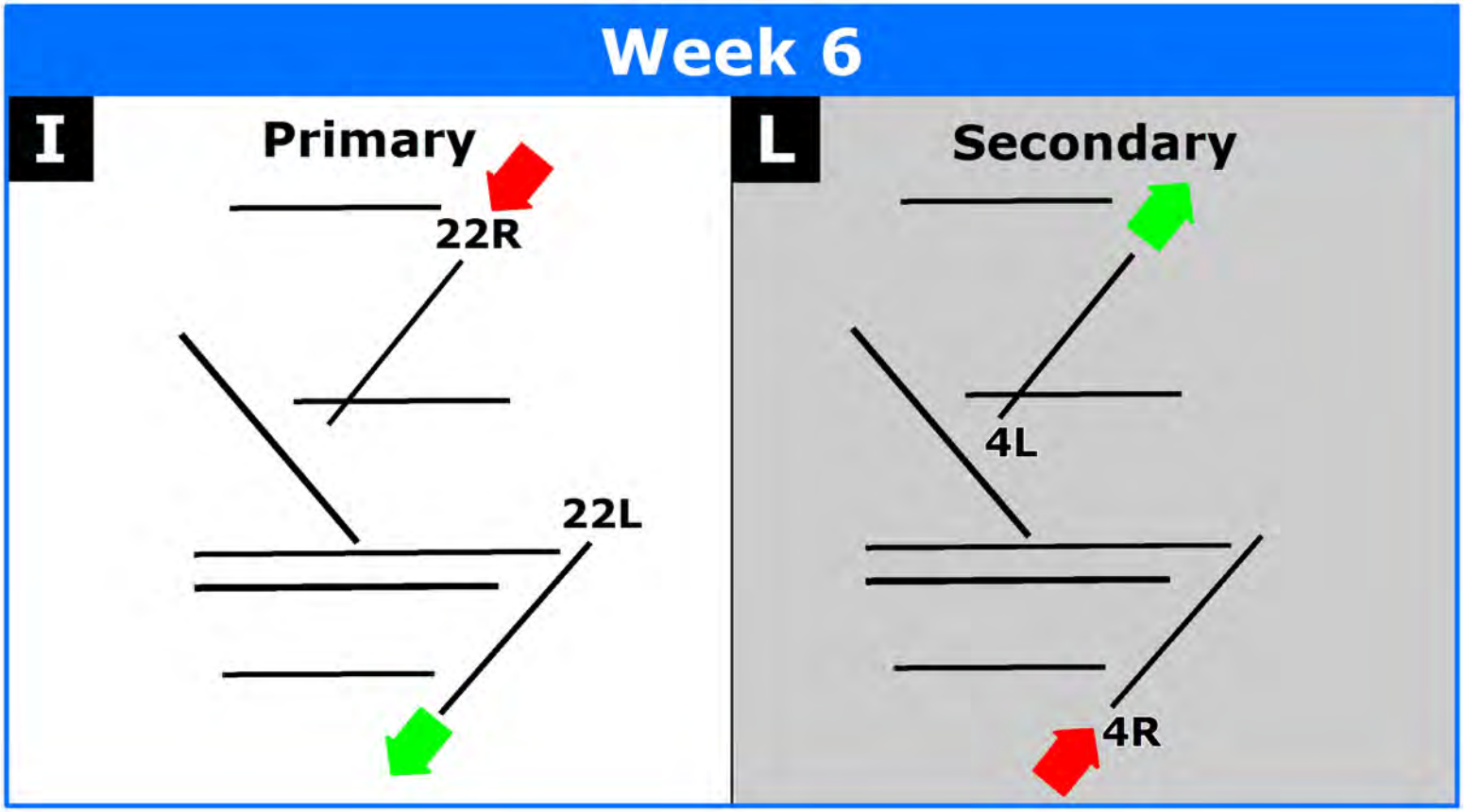
- Alternative runways may be used to allow for construction, snow removal, runway maintenance, runway inspection and strong winds.
- Available runways are determined by CDA.

Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 6)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



Notes

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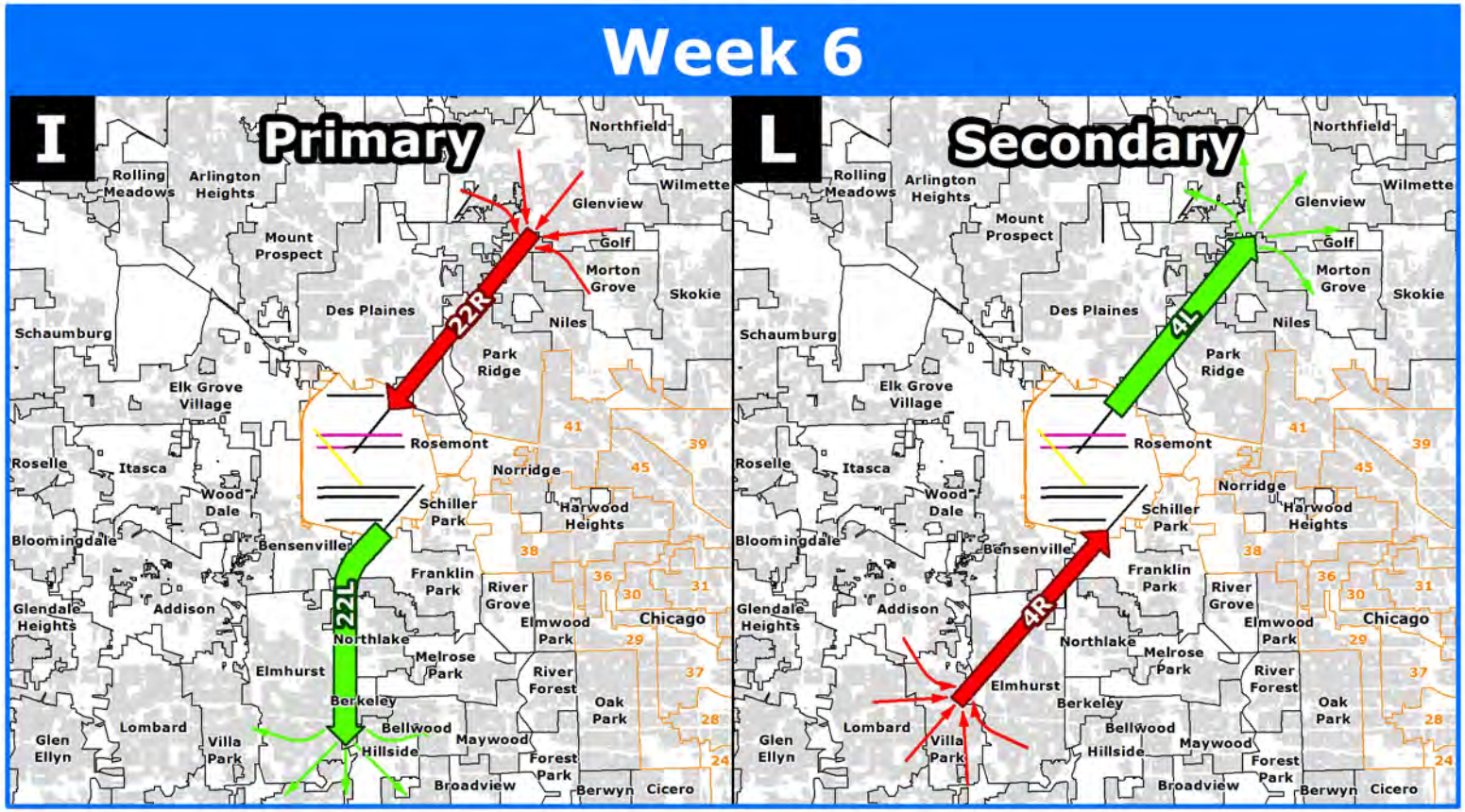
- Alternative runways may be used to allow for construction, snow removal, runway maintenance, runway inspection and strong winds.
- Available runways are determined by CDA.

Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 6)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



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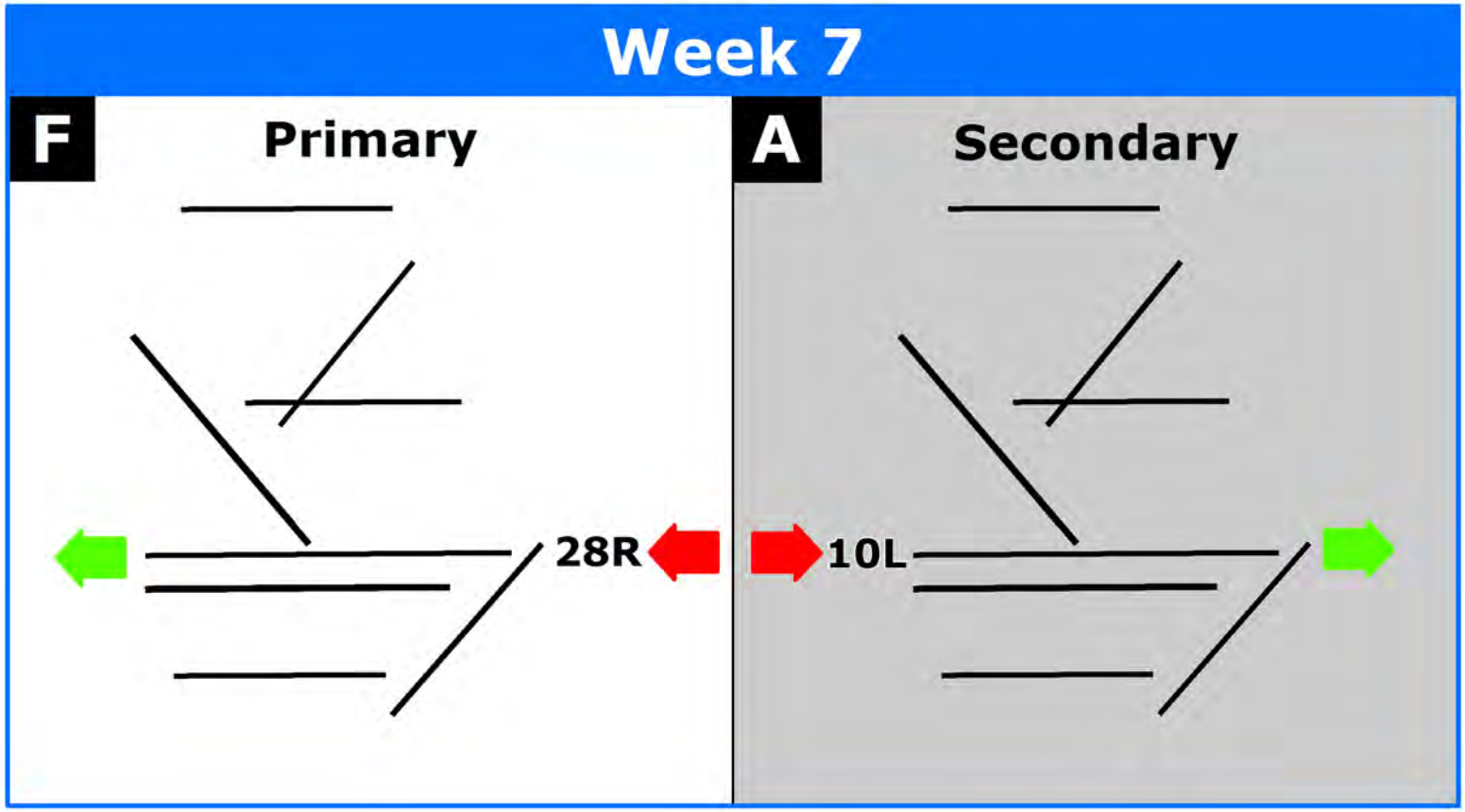
Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 7)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



Notes

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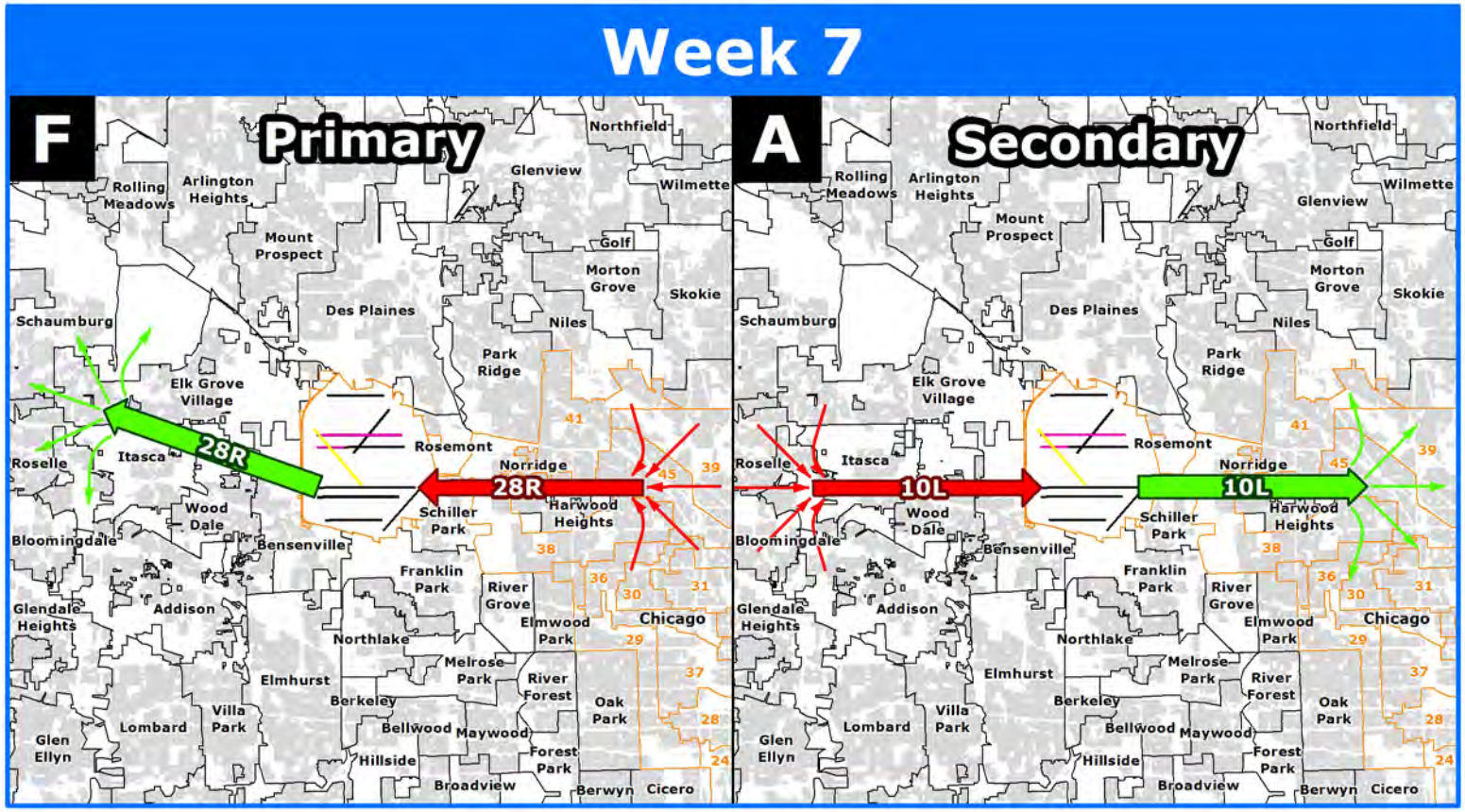
- Available runways are determined by CDA.

Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 7)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



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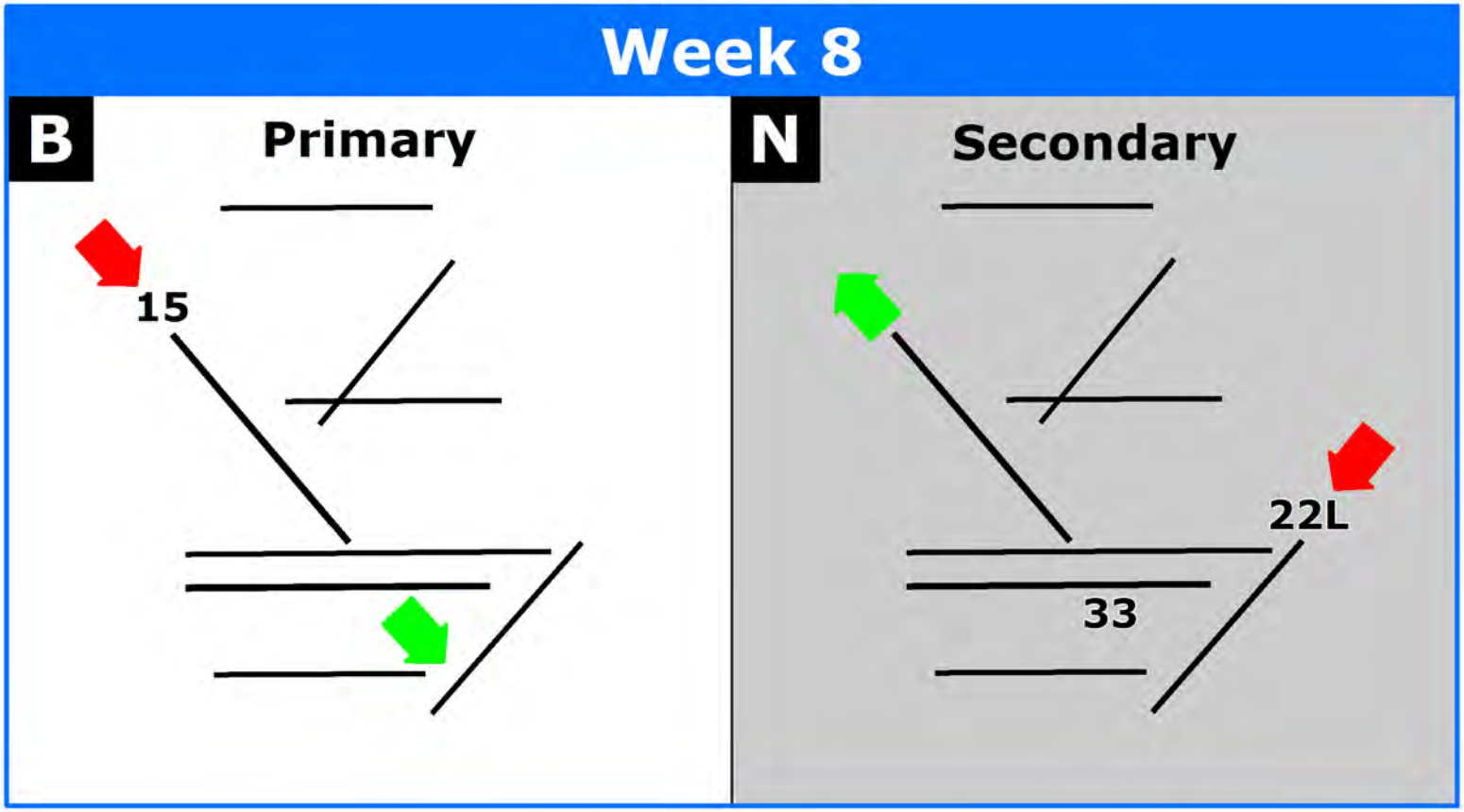
Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 8)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



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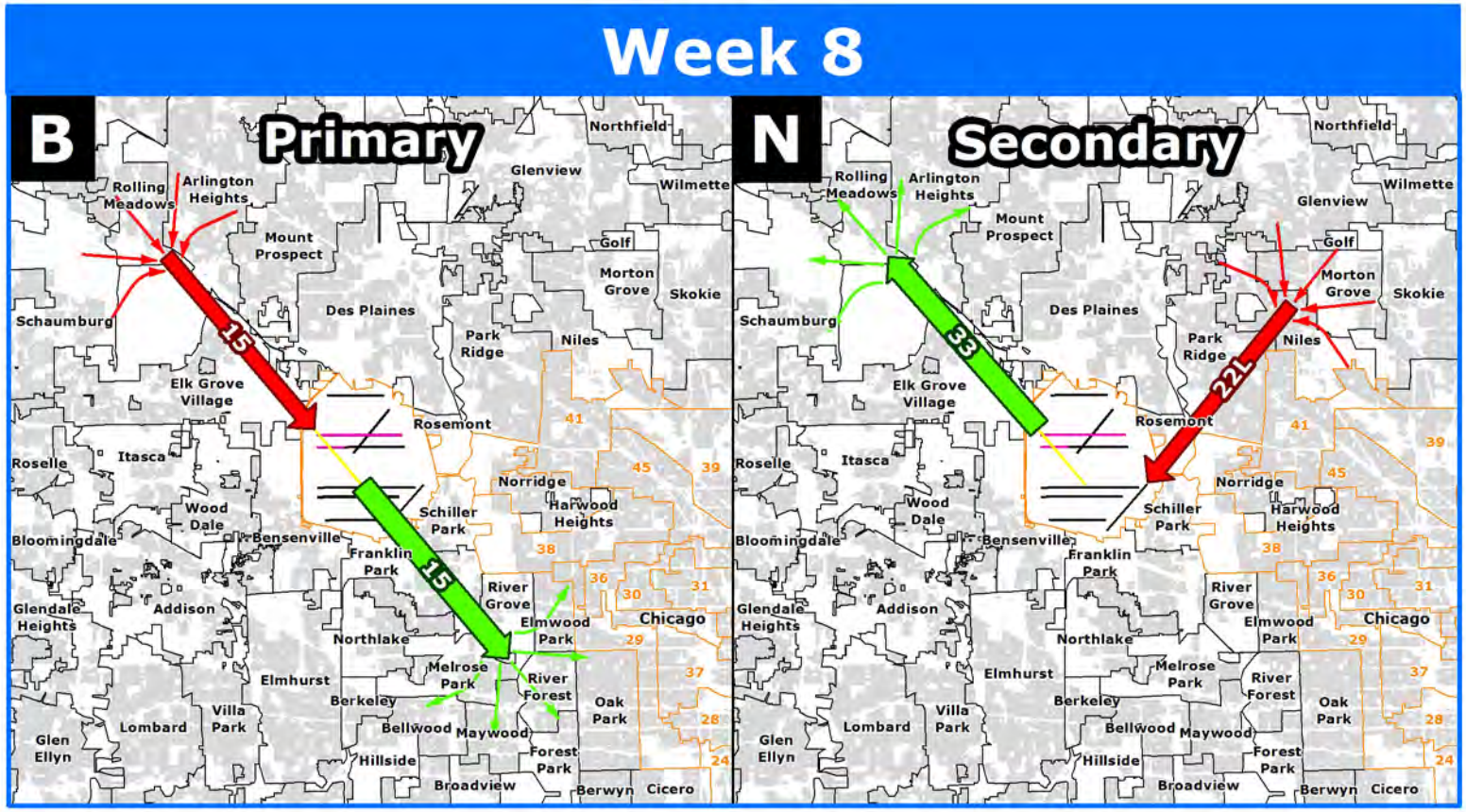
Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 8)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



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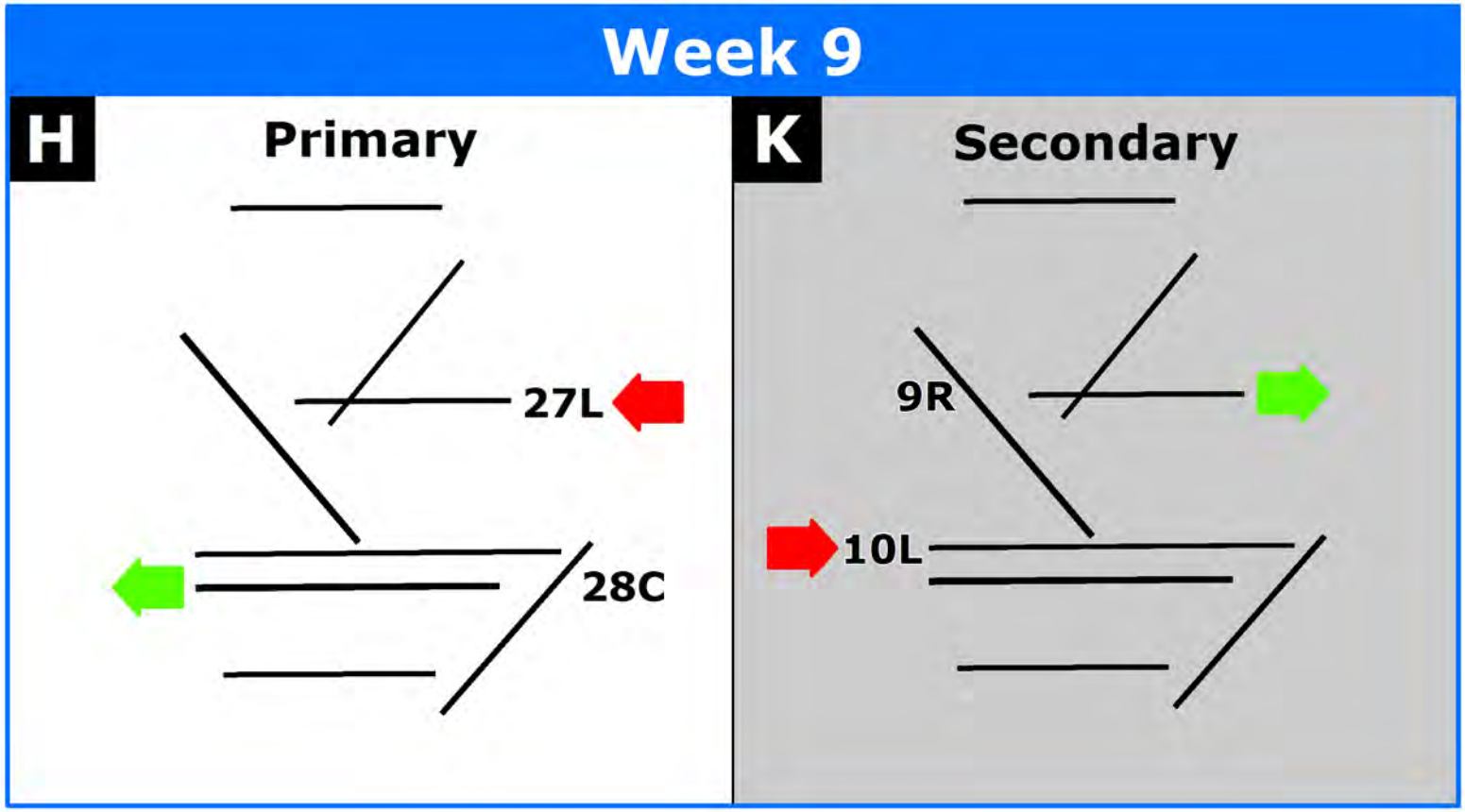
Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 9)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



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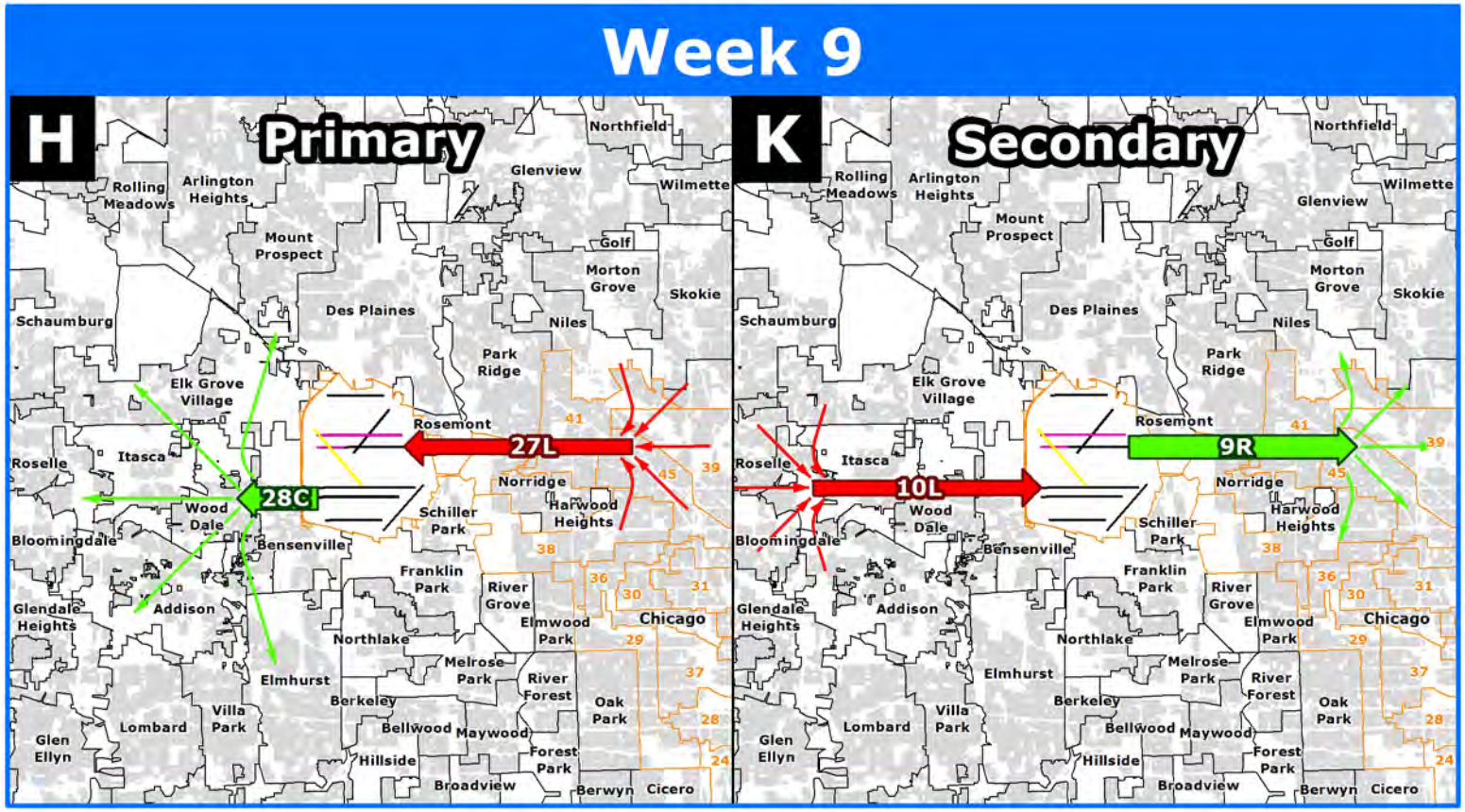
Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 9)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



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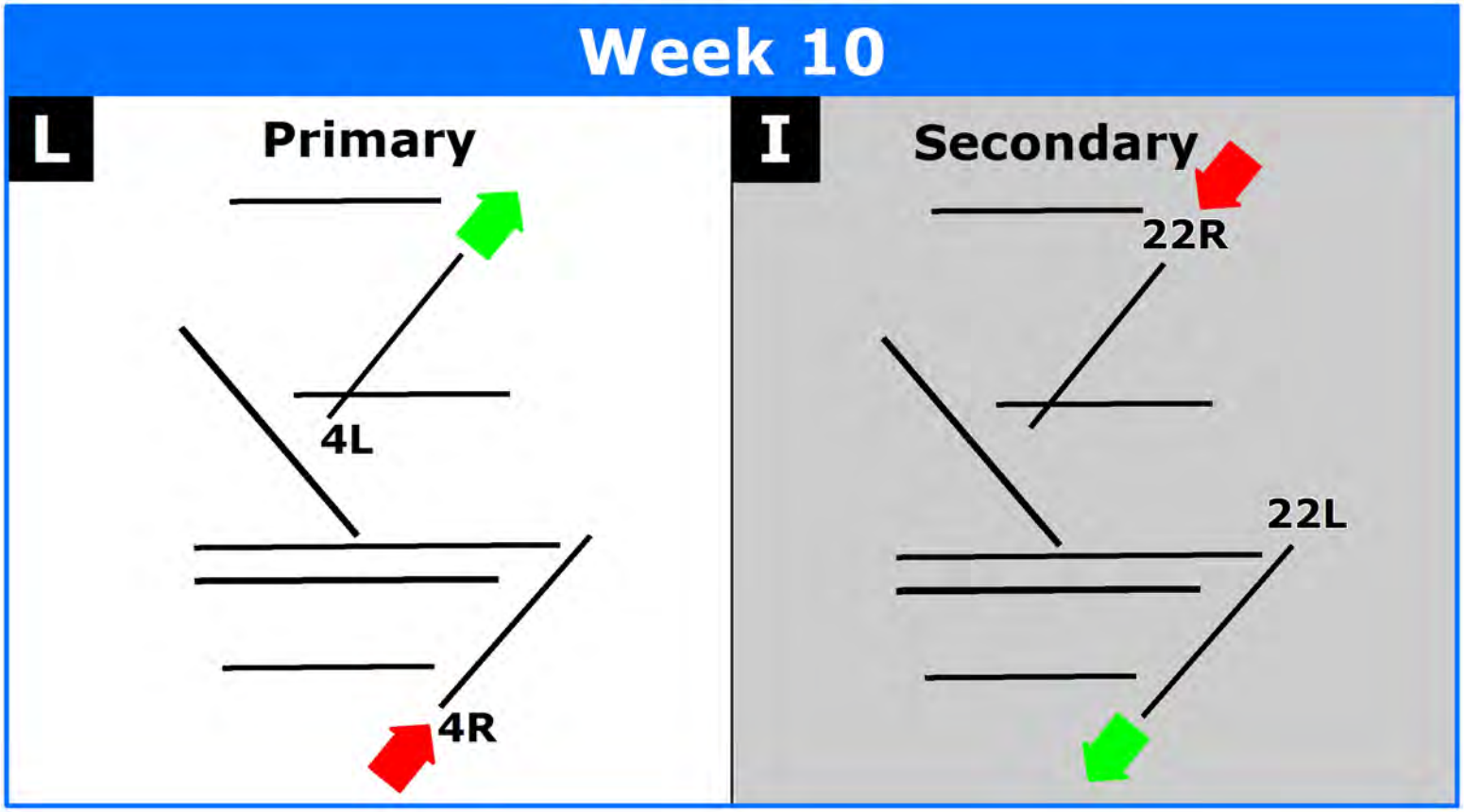
- Available runways are determined by CDA.

Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 10)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



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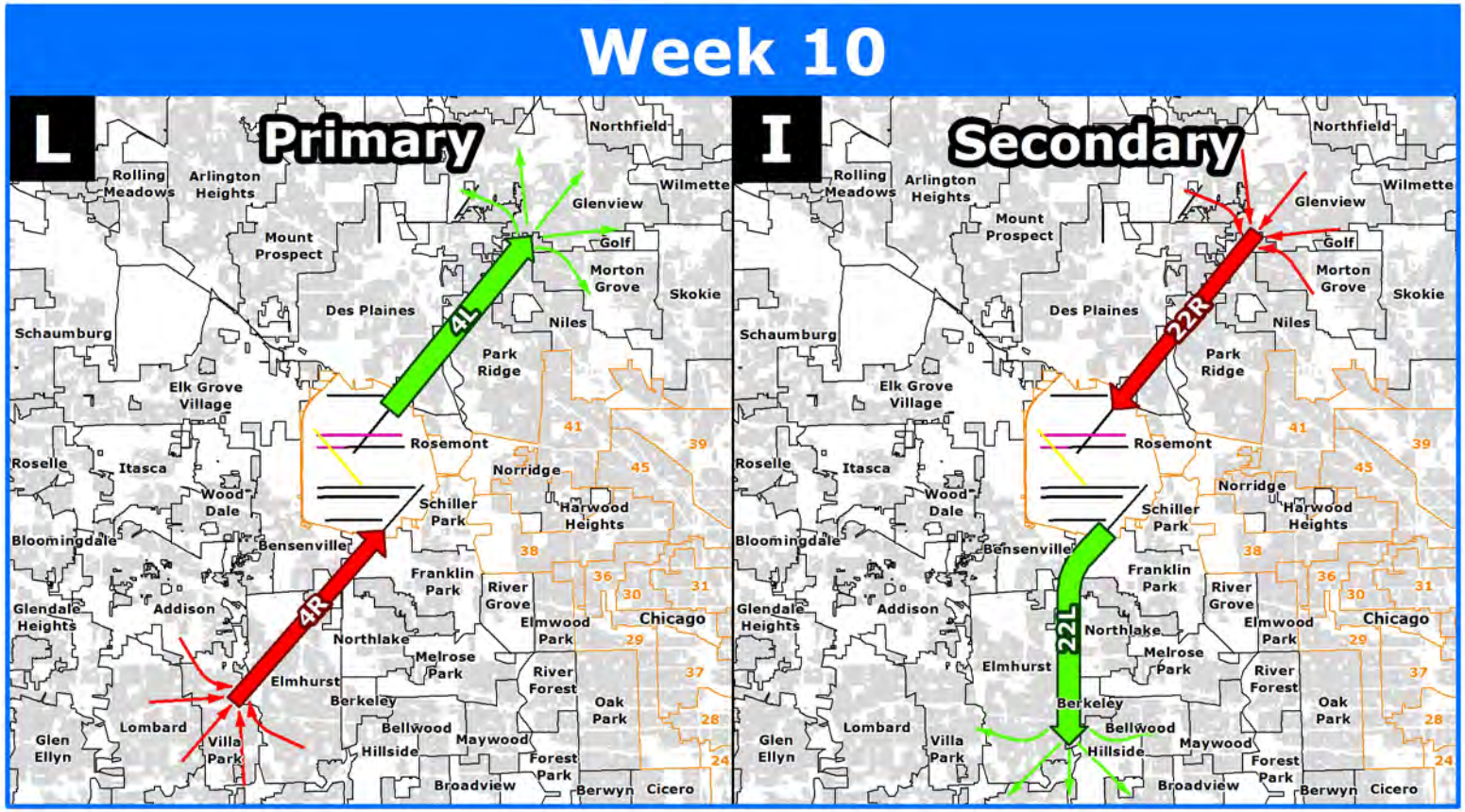
Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 10)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



Notes

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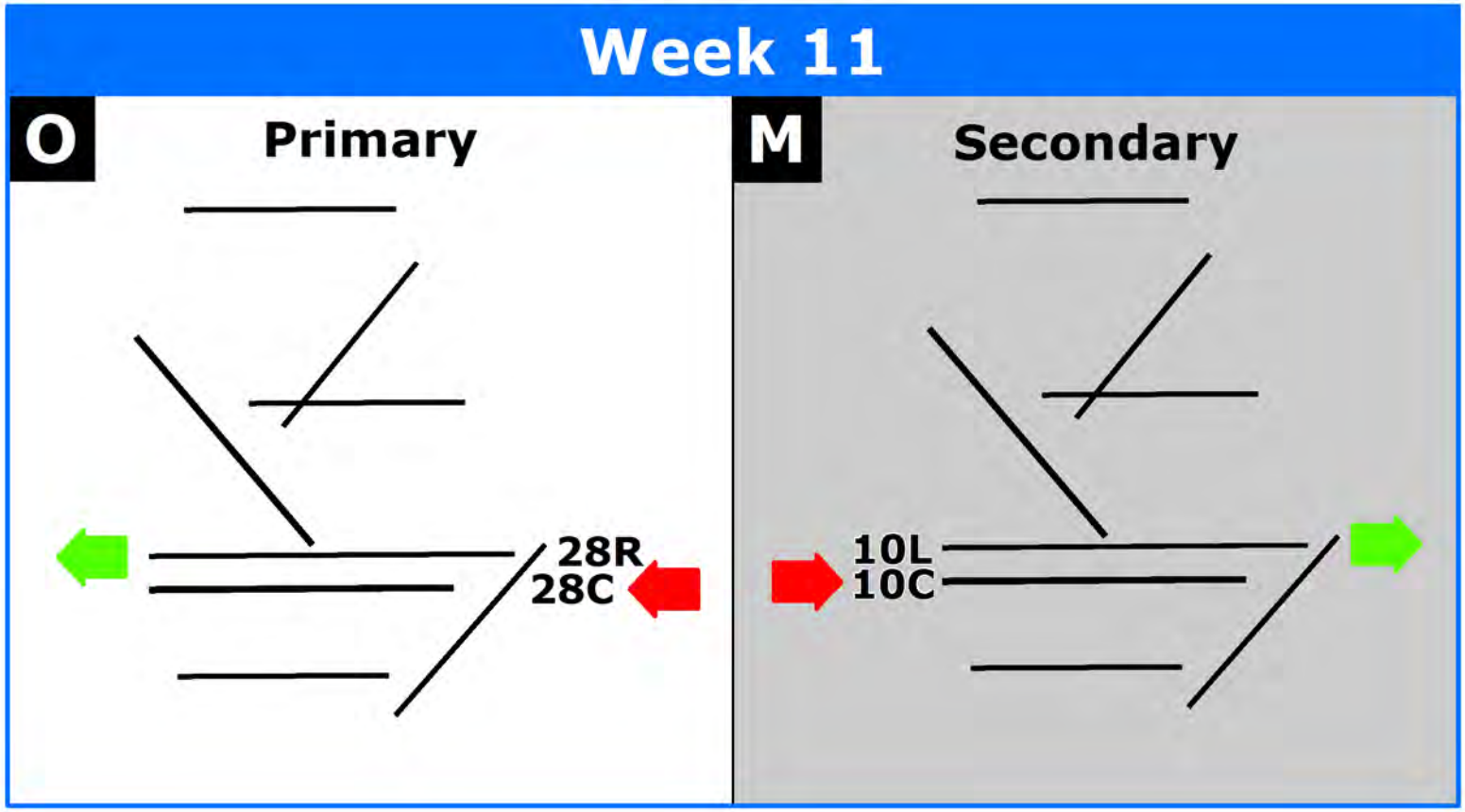
- Available runways are determined by CDA.

Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 11)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



Notes

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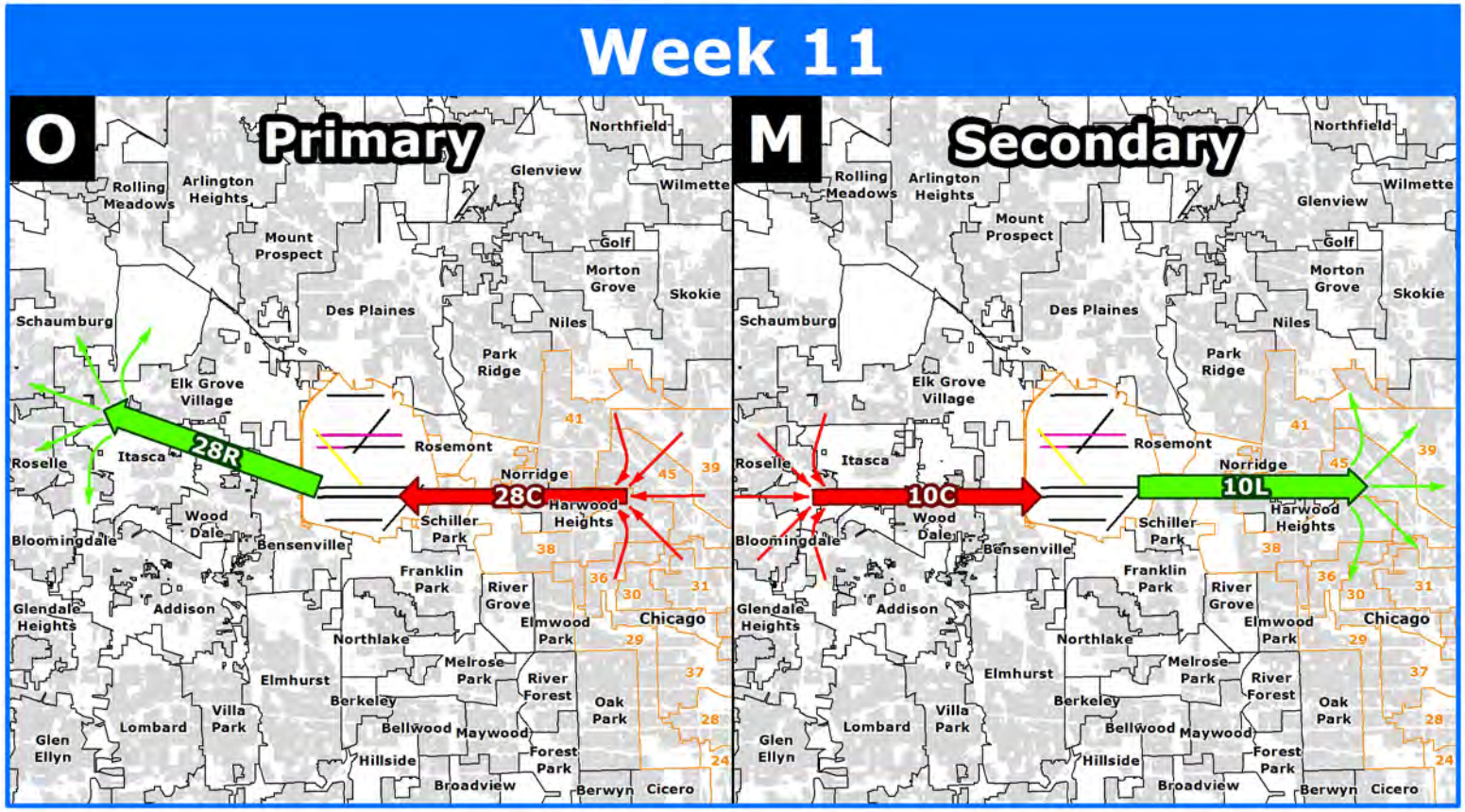
- Alternative runways may be used to allow for construction, snow removal, runway maintenance, runway inspection and strong winds.
- Available runways are determined by CDA.

Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 11)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



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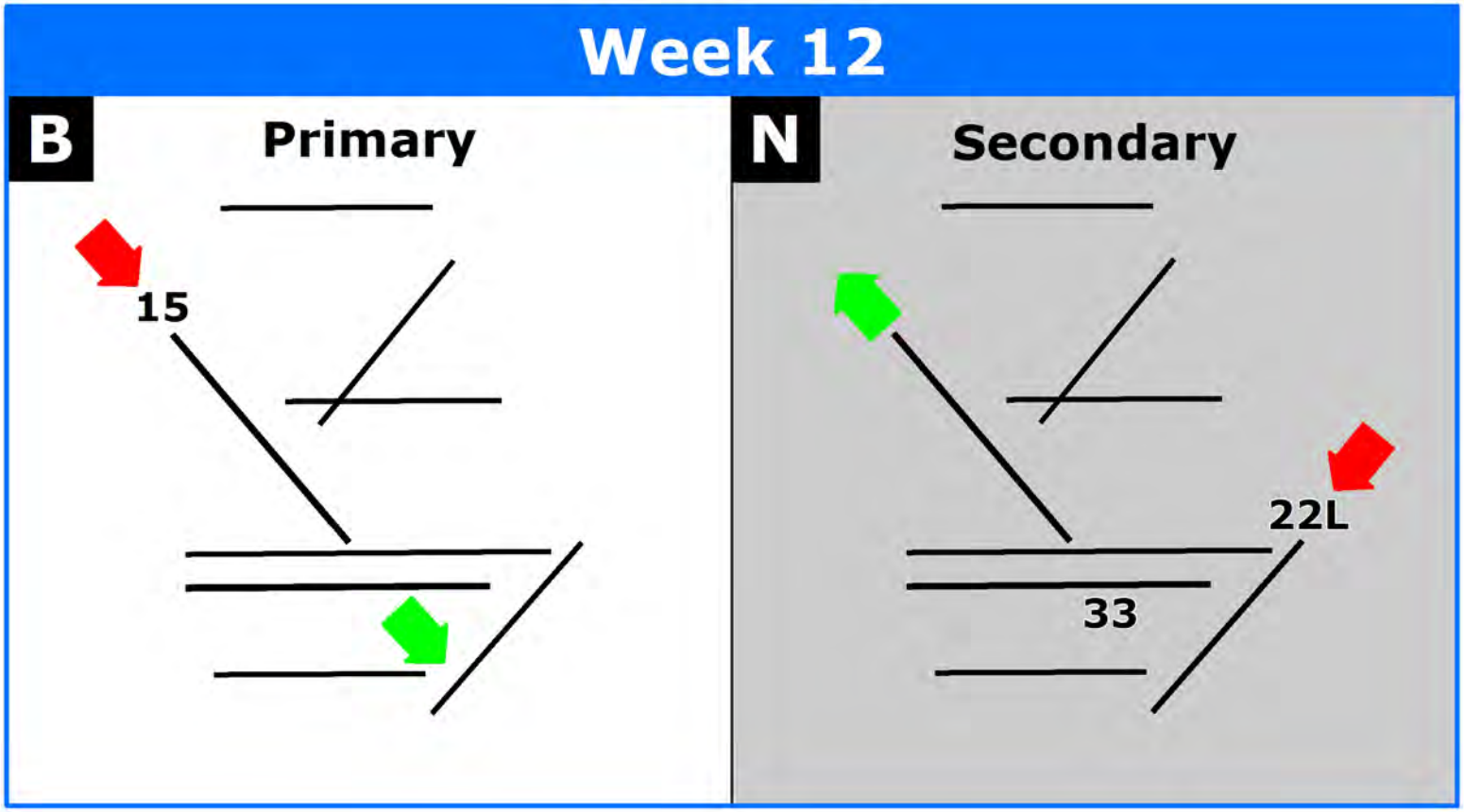
- Available runways are determined by CDA.

Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 12)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



Notes

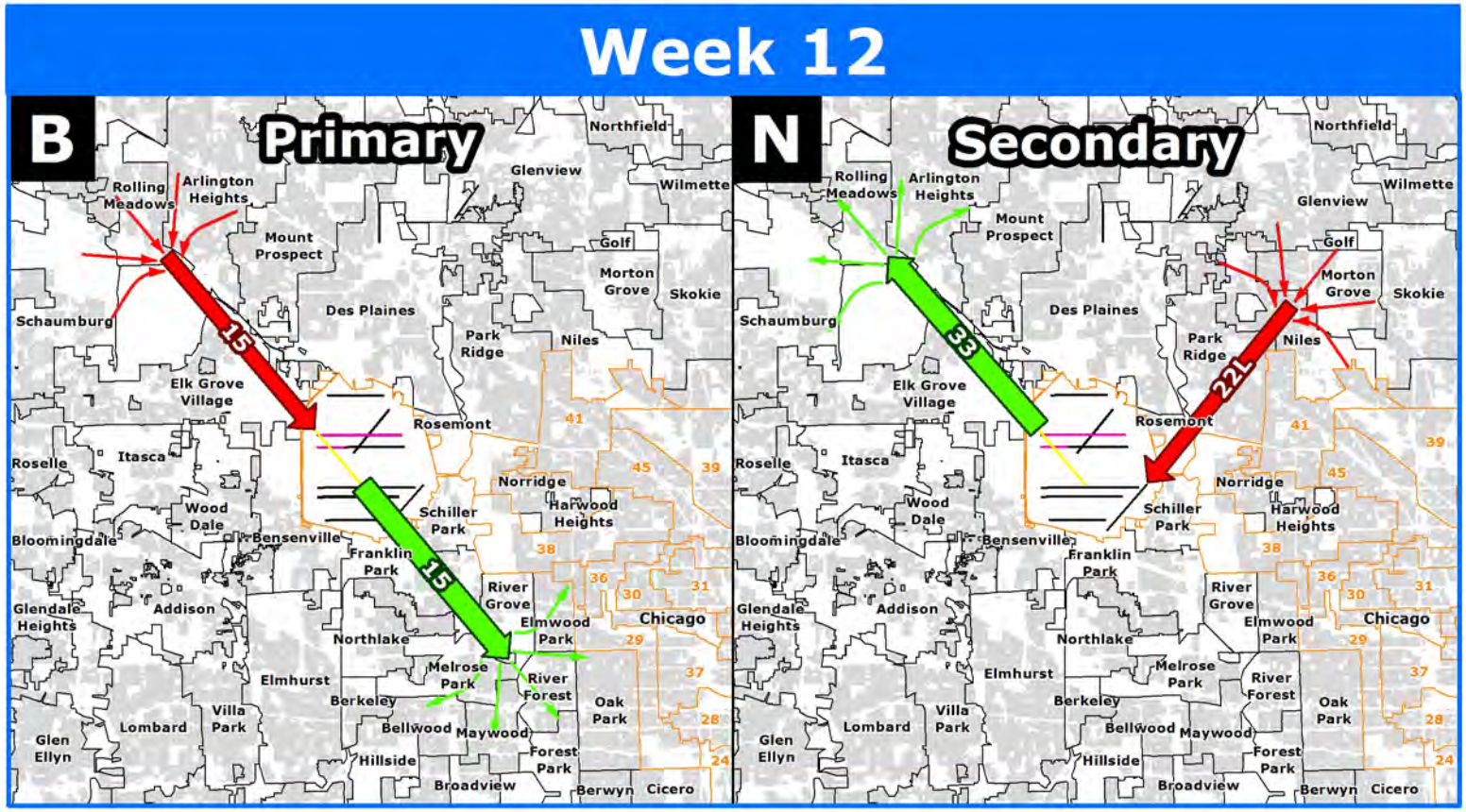
- Flights that require additional runway length should contact Chicago Department of Aviation (CDA) Operations at a minimum of 2 hours prior to arrival or departure.
- Alternative runways may be used to allow for construction, snow removal, runway maintenance, runway inspection and strong winds.
- Available runways are determined by CDA.

Arrival
Departure

02/27/2017

PROPOSED FLY QUIET RUNWAY ROTATION TEST 2 (Week 12)

The graphic below outlines the Fly Quiet Runway Rotation Test 2 Schedule. 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.



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- Alternative runways may be used to allow for construction, snow removal, runway maintenance, runway inspection and strong winds.
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Arrival
Departure

02/27/2017