



# Suburban O'Hare Commission

Special Newsletter  
April 2017

Addison • Bensenville • DuPage County • Elk Grove Village • Elk Grove Township  
Hanover Park • Itasca • Roselle • Schiller Park • Wood Dale

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## Message from the SOC Chairman

For the past year, the Suburban O'Hare Commission (SOC) has been working work cooperatively with the O'Hare Noise Compatibility Commission (ONCC) and the Chicago Department of Aviation (CDA) on the creation of an overnight runway rotation plan that mitigates overnight aircraft noise for the region. SOC invested our own resources to retain independent aviation noise experts to assist in creating the first Fly Quiet Test.

SOC experts were also able to analyze data from the results of the first rotation test and make recommendations to improve the rotation plan for a second test, which will begin April 30, 2017. The updated rotation, detailed inside this newsletter, is designed to better deliver on the promised noise mitigation throughout the region.

We sincerely thank the City of Chicago, the Chicago Department of Aviation, Commissioner Ginger Evans, the ONCC, and ONCC Chair Arlene Juracek for their continued efforts to create a plan that benefits the region. We look forward to another successful test and the opportunity to continue to improve noise mitigation efforts at O'Hare Airport.

Craig B. Johnson, SOC Chairman  
Mayor, Elk Grove Village

## Message from Hanover Park Mayor Rod Craig: Fly Quiet Rotation Test 2 Begins April 30

The Village of Hanover Park is a member of the Suburban O'Hare Commission (SOC) and as a result of the cooperation with other SOC communities, along with the O'Hare Noise Compatibility Commission (ONCC), and the Chicago Department of Aviation (CDA), an updated Fly Quiet Rotation Test 2 has been approved.

This overnight runway rotation test will begin on Sunday, April 30 and will run for 12 weeks. The SOC will continue to analyze flight paths and monitor noise data in order to bring noise relief to residents.

A shorter time frame from the first runway rotation test was chosen so the results can be quickly reviewed and implemented if positive outcomes are found. For more details regarding the new overnight runway rotation test, see the detailed information listed in this newsletter.

From a historical perspective, the first runway rotation test ran from July - December, 2016, and Hanover Park residents and other affected communities were asked to provide feedback via a survey hosted by the SOC. While no runway rotation can satisfy all communities, the information and feedback received from the survey was generally positive.

The goal of the test was to determine if a runway rotation program were to be implemented during the nighttime hours, would the results distribute the noise equally amongst the surrounding communities and reduce nighttime aircraft noise, in a predictable manner, for local residents.

The predictability goal was needed especially for residents close to the airport so they could determine when to expect more or less noise. Hanover Park, as a member of the SOC, hired experts to analyze the data and provide input for future rotations to provide for a fair distribution of overnight airplane noise.

Though the runway rotation test does not impact Hanover Park as dramatically as communities very close to O'Hare Airport, I am committed to continue to monitor this situation and have a voice at the table regarding the quality of life for Hanover Park residents.

It is my hope this revised test will produce similar results to what was experienced with the 2016 Runway Rotation Plan test. I will do everything I can to ensure the CDA and ONCC review the results of the test in an appropriate and timely manner.



## Fly Quiet Test 2: Overnight Runway Rotation Plan Updated for 12-Week Test Beginning April 30, 2017

On March 10, the O'Hare Noise Compatibility Commission approved a second Fly Quiet Runway Rotation Test for a period of 12 weeks, beginning Sunday, April 30. The Fly Quiet Runway Rotation Test 2 features 10 total configurations in a 12-week rotation.

Five of the configurations were modified from the original test based in order to address several issues:

- Two configurations were changed to address FAA feedback that the old configurations resulted in ground conflict between movements by taxiing aircraft and arriving/departing runways.
- Two configurations were changed to reduce heavy usage of runway 33 for departures and runway 22 for arrivals.
- One configuration was changed in order to reduce the number of mixed-use/single runway configurations, which cause lower compliance with the configurations by air traffic controllers.

The new configurations (K - O) are listed in green in the schedule below. Information on the old configurations (C, D, E, G, J) can be found at the Runway Rotation Test website ([www.airportprojects.net/flyquiittest](http://www.airportprojects.net/flyquiittest)).

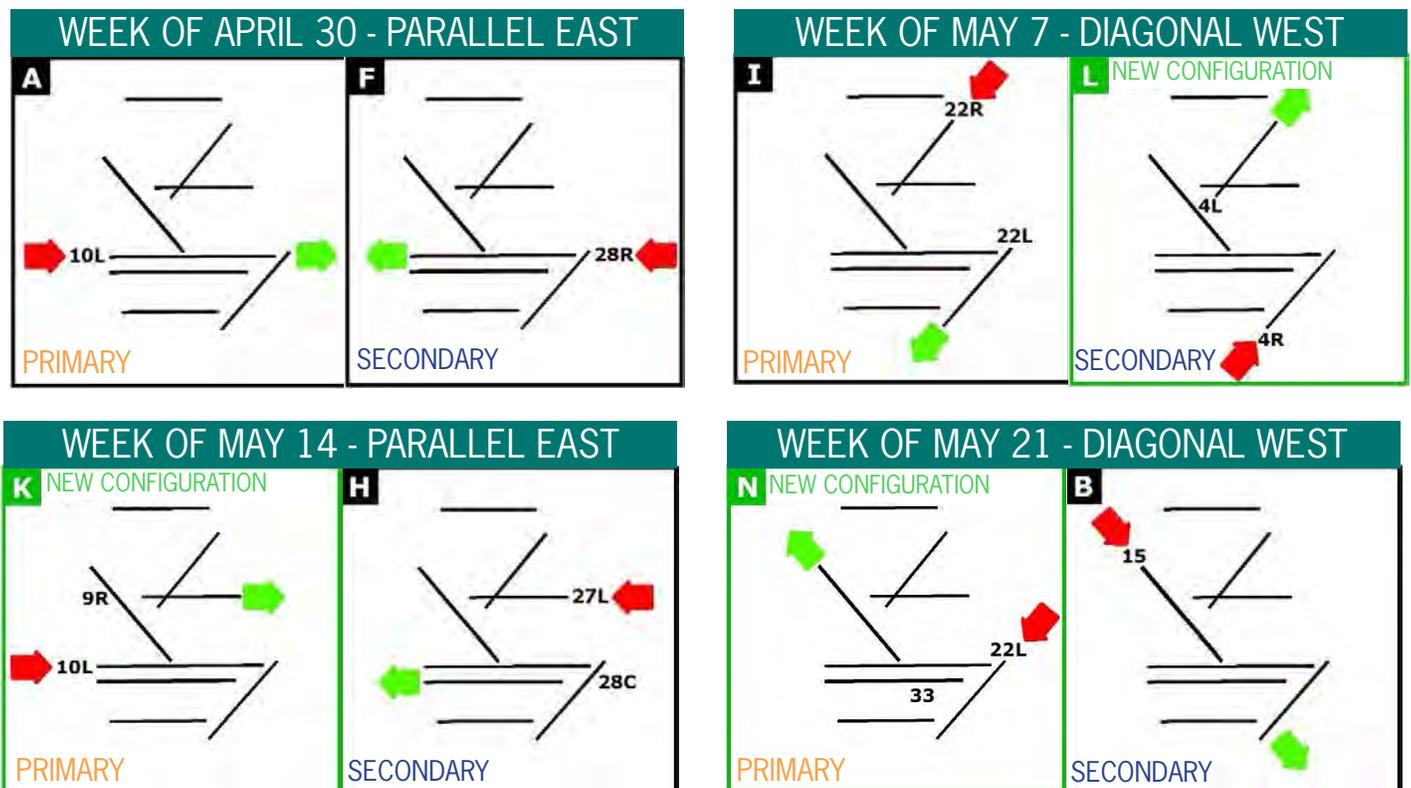
The goals of the original runway rotation test remain the same for the second test: provide short-term relief; reduce impacts to the highest impacted communities and provide predictability by publishing a rotation schedule that allows residents to predict periods of relief to the extent possible.

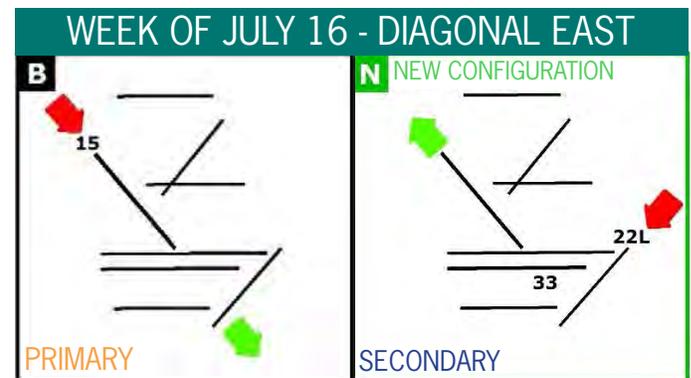
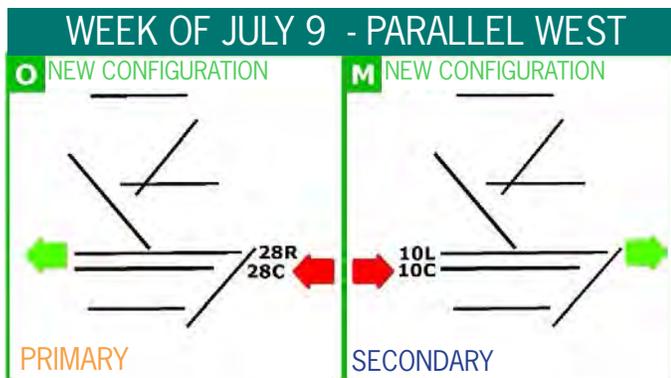
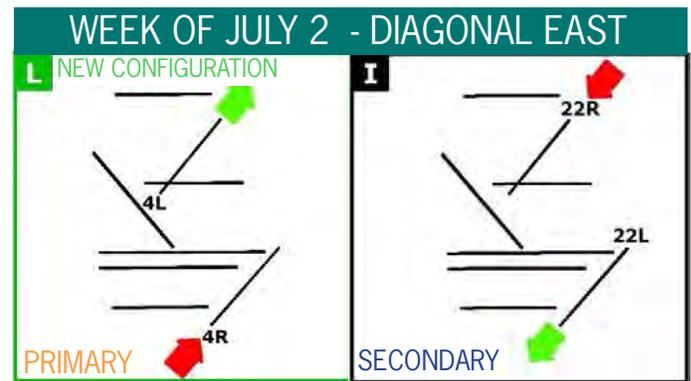
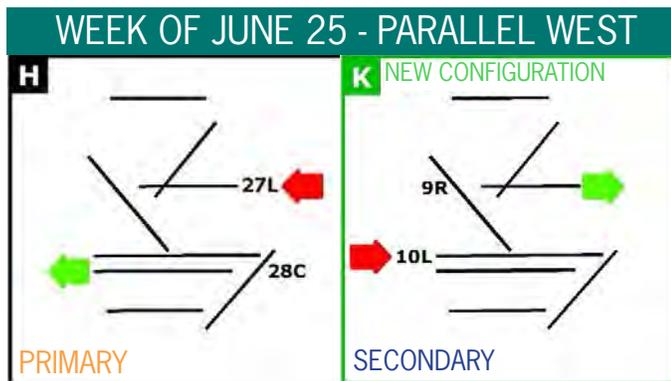
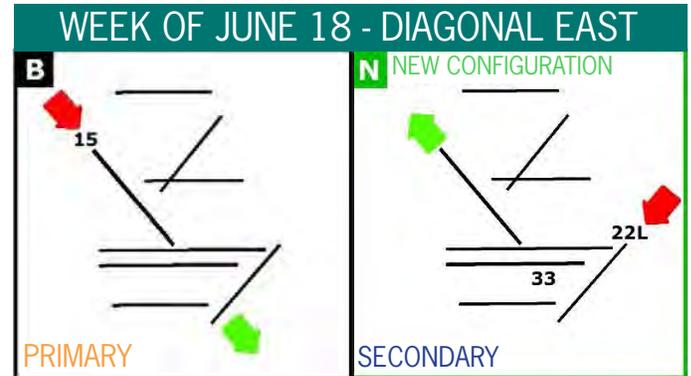
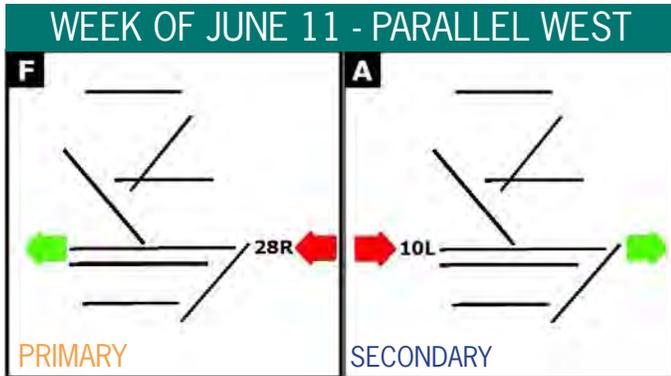
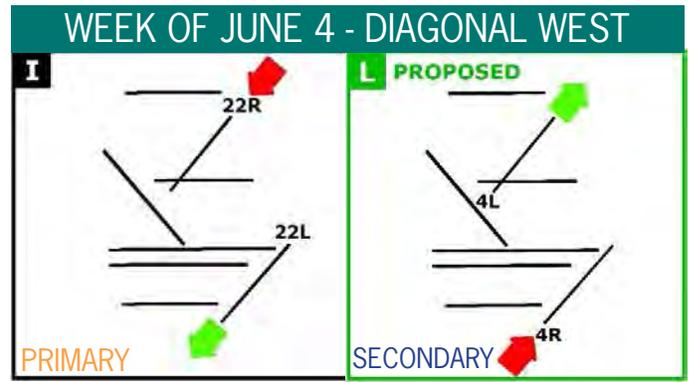
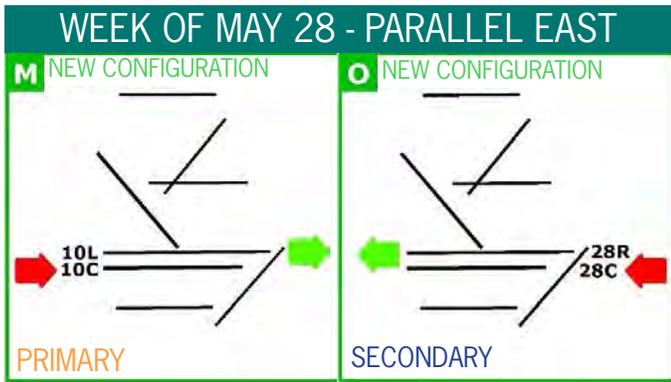
The Runway Rotation Test 2 has been designed to:

- Alternate east and west flow.
- Avoid consecutive community impacts.
- Avoid ground conflicts with taxiing aircraft
- Reduce heavy usage of particular runways
- Reduce the number of mixed use/single runway configurations.
- Reduce the use of Runway 10L/28R.
- Include Runway 15/33.

### Fly Quiet Rotation Test 2 Schedule - April 30 - July 22, 2017

Below is the schedule for the 12-week Fly Quiet Rotation Test 2, as approved by the FAA. Any modifications to the schedule due to construction or other circumstances will be posted at [www.airportprojects.net/flyquiittest](http://www.airportprojects.net/flyquiittest).





Notes:

- For each week, a primary and secondary runway use configuration is provided to accommodate potential changes in wind direction.
- Each weekly period will begin on Sunday evening at 10 p.m. or when demand allows for one arrival and one departure runway.



## The Future of Fly Quiet

Runway 15/33 is scheduled to be decommissioned in spring 2018. Once Runway 15/33 is closed, the ONCC intends to develop a practical Interim Fly Quiet program that would be in effect until full buildout, which is anticipated to be in 2021.



The ONCC's Ad Hoc Fly Quiet Committee will be meeting in the coming months to review and discuss a potential Test 3 rotation. Discussions will include the creation of a rotation that does not include Runway 15/33, in order to prepare for the future of the Fly Quiet rotation program.

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## Explore Schedule & Data on Runway Rotation Test Website

The Chicago Department of Aviation has created a website for the Fly Quiet Runway Rotation Test. The website provides information on the upcoming Test 2, a 12-week test beginning April 30, 2017, as well as detailed summaries from the first, 6-month test, which took place from July 3 - December 24, 2016.

**[www.airportprojects.net/flyquiittest](http://www.airportprojects.net/flyquiittest)**

This website will post any updates to the test schedule, including necessary modifications due to construction. Additionally, you can explore weekly overnight operational data, which provide information on when the Rotation Test started and ended each night, as well as the percentage compliance with the designated runway configurations.

Please visit [www.airportprojects.net/flyquiittest](http://www.airportprojects.net/flyquiittest) to find out more about the Fly Quiet Rotation tests.

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