

# *Fly Quiet* **Manual**

*Program*



Chicago O'Hare International Airport





On June 17, 1997, the City of Chicago announced that airlines operating at O'Hare International Airport had agreed to use designated noise abatement flight procedures in accordance with the Fly Quiet Program. The Fly Quiet Program was implemented in an effort to further reduce the impacts of aircraft noise on the surrounding neighborhoods.

The Fly Quiet Program is a voluntary program that encourages pilots and air traffic controllers to use designated nighttime preferential runways and flight tracks developed by the Chicago Department of Aviation (CDA) in cooperation with the O'Hare Noise Compatibility Commission, the airlines, and the air traffic controllers. These preferred routes are intended to direct aircraft over less-populated areas, such as forest preserves, highways, as well as commercial and industrial areas.

As part of the Fly Quiet Program, the CDA prepares a Quarterly Fly Quiet Report. This report is shared with the O'Hare Noise Compatibility Commission, the airlines, the Federal Aviation Administration and the general public. The Fly Quiet Report contains detailed information regarding nighttime runway use, flight operations, flight tracks, and noise complaints and 24-hour tracking of ground run-ups. The data presented in the Fly Quiet Report are compiled from the Airport Noise Management System (ANMS) and airport operation logs.

This document was prepared in consultation with the O'Hare Noise Compatibility Commission.

**Preferential Runway Use Configurations**

**Arrival and Departure Procedures**

**Ground Run-Up Locations**

**Airport Layout Diagram**

**Land Use**

**Outreach**





Chicago O'Hare International Airport has eight runways that are utilized at different times depending primarily upon the prevailing wind conditions on the airfield, as well as other weather conditions, airfield conditions, and air traffic conditions.

O'Hare is located in a noise sensitive area surrounded by residential communities. The preferential runway use plan at O'Hare is voluntary and advisory in nature and does not compromise safety.

### **Recommended Preferential Runway Use Configuration**

When feasible, these procedures should be implemented between 10:00 p.m. and 7:00 a.m. (2200 and 0700 local) in order to minimize the effects of nighttime noise on the surrounding communities.


Unless weather, runway closures, or loss of navigational aids dictate otherwise, the FAA, at its sole discretion will implement the following runway use configurations in no particular order:


- Arrivals on 14R and departures on 28R and 14R
- Arrivals on 27L and departures on 28R and 32L
- Arrivals on 22R and departures on 28R and 22R
- Arrivals on 10L and departures on 9R and 10L


Any runway may be closed on any given night for routine safety inspections.





Departures 

Arrivals 

  
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NOT TO SCALE

The operational plans depicted on this page are presented in no particular order.



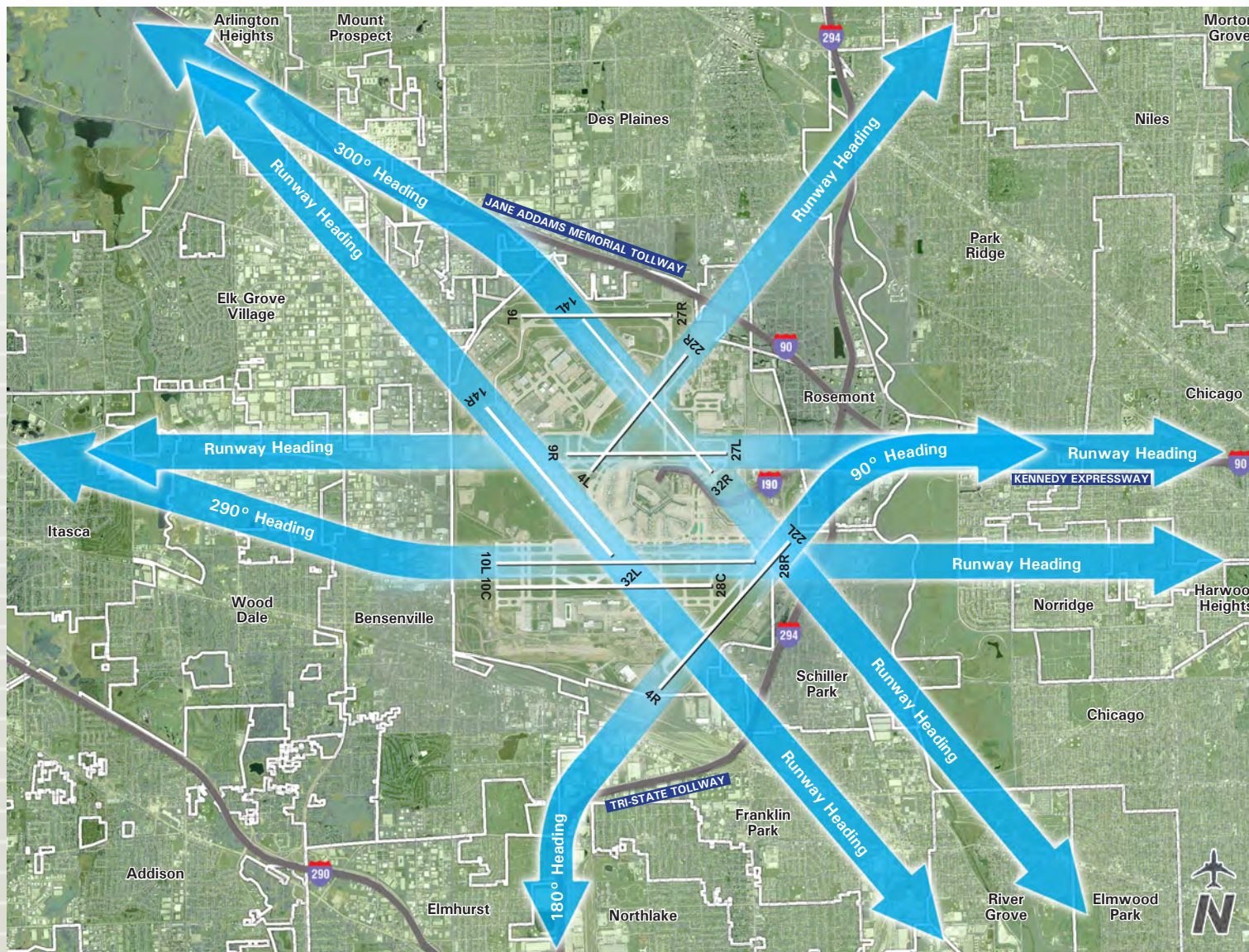


### Recommended Nighttime Departure Procedures

During 10 p.m. to 7 a.m. (2200-0700 local)

The preferred routes direct aircraft over less-populated areas in an effort to limit the effects of noise on the surrounding communities.

- 4L
  - 9R
  - 10L
  - 14L
  - 14R
  - 27L
  - 32L
  - 4R
  - 22L
  - 28R
  - 32R
- Fly runway heading until 3,000 feet MSL.
- Fly runway heading for 1 mile then right turn heading 090° until 3,000 feet MSL (following the Kennedy Expressway).
- Make left turn heading 180° until 3,000 feet MSL (following the Tri-State Tollway).
- Make right turn heading 290° until 3,000 feet MSL.
- Make left turn heading 300° until 3,000 feet MSL (following the Jane Addams Memorial Tollway).



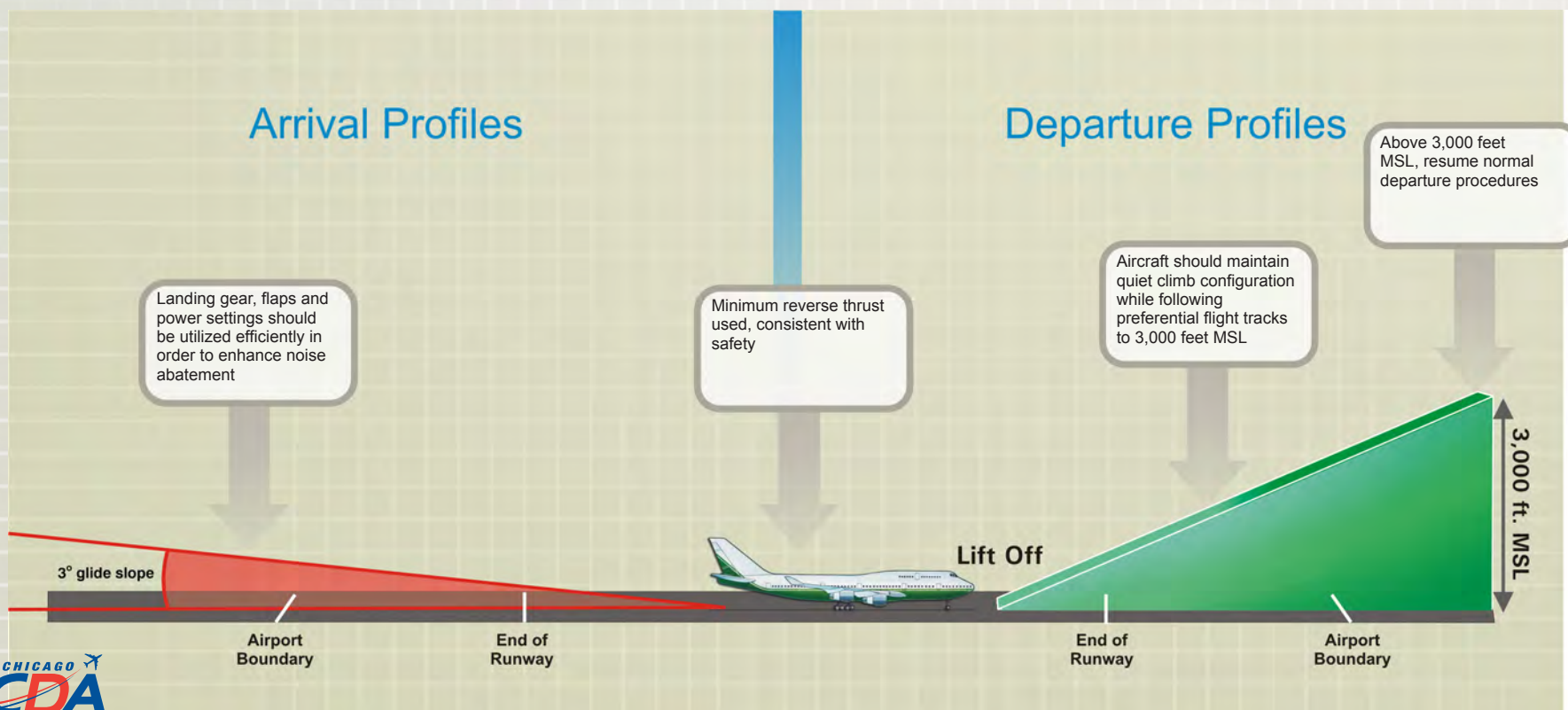




Chicago O'Hare International Airport is located in a noise sensitive area surrounded by residential communities. The Fly Quiet Program includes the following arrival and departure procedures for noise abatement. These procedures are advisory in nature and do not compromise safety.

**Recommended Nighttime Arrival Procedures: 10 p.m. to 7 a.m. (2200-0700 local)**

- I. **Descent:** Aircraft should not be lower than 4,000 feet MSL when turning on final approach.
- II. **Reverse Thrust:** Limit the use of reverse thrust between 10 p.m. to 7 a.m. (2200-0700 local) to reduce nighttime noise impacts on local communities.





Aircraft ground run-ups are routine aircraft engine maintenance tests which require the operation of an engine at high power for extended periods of time generating continuous elevated noise levels. The Ground Run-Up Enclosure (GRE), sometimes referred to as a "hush house," is a structure that uses acoustical dampening principles to reduce the noise impacts of aircraft engine ground run-ups.

The purpose of the GRE at O'Hare is to minimize noise generated from all aircraft engine test runs during maintenance and repair procedures, and to reduce the number of communities impacted by aircraft ground run-up noise. The GRE is located on the Scenic Hold Pad, adjacent to the airline maintenance area, and is oriented to direct aircraft noise toward the center of the Airport and the terminal core.



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All run-ups of aircraft jet engines require the pilot or mechanic to obtain approval from Airport Operations.

The Fly Quiet Program includes the following ground run-up procedures listed below.

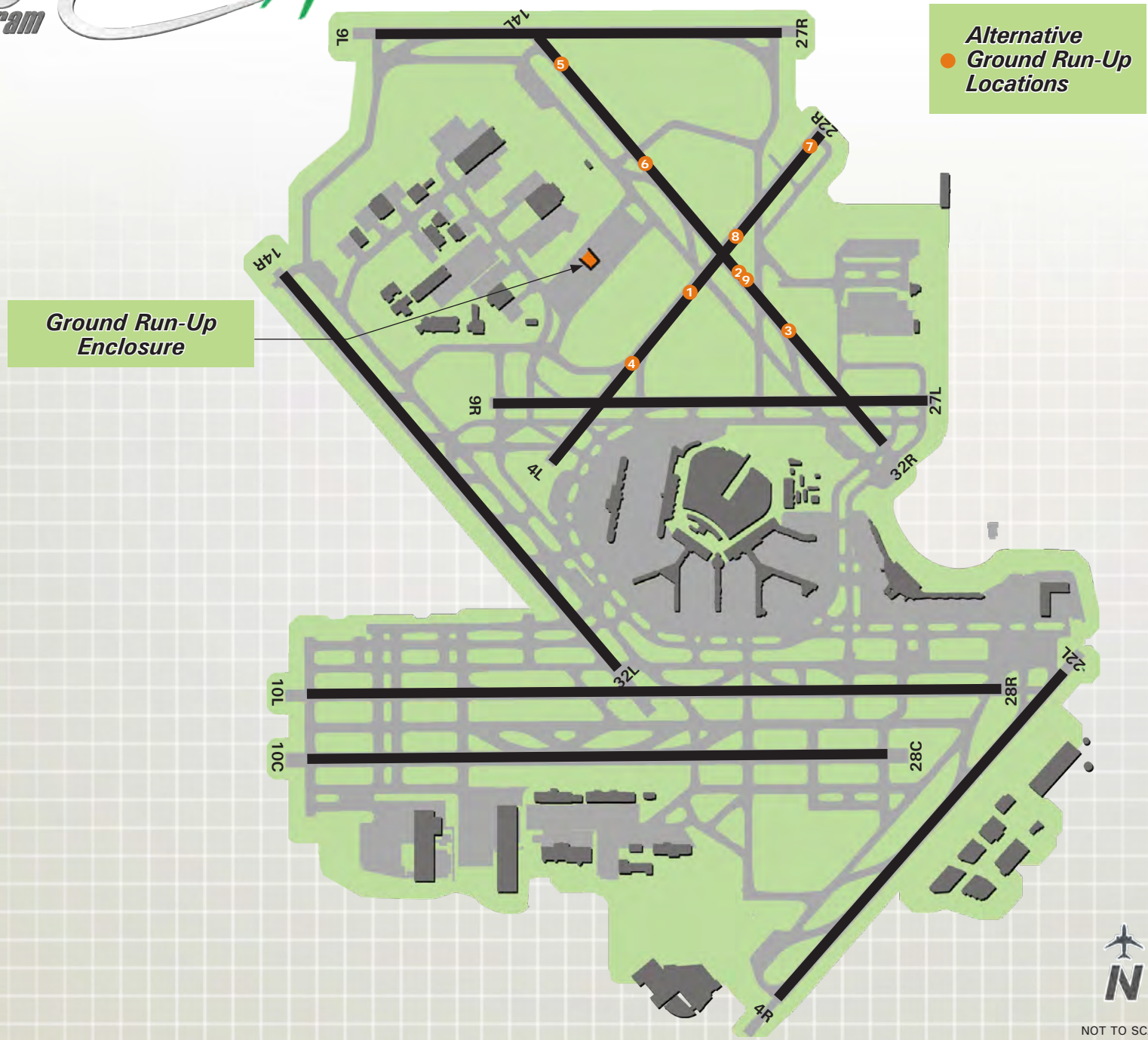
### Ground Run-Up Procedures

Ground run-ups must be conducted at the following locations in preferential order:

- 1) Ground Run-Up Enclosure (on the Scenic Hold Pad)
- 2) Alternate Run-Up locations to be used when the Ground Run-Up Enclosure is in-use or winds are not conducive for run-ups in the Ground Run-Up Enclosure.

For further details regarding the Ground Run-Up Enclosure, alternative run-up locations or procedures for ground run-ups, please refer to the CDA Ground Run-Up Procedures Manual.










# Fly Quiet Program



# Airport Layout Diagram



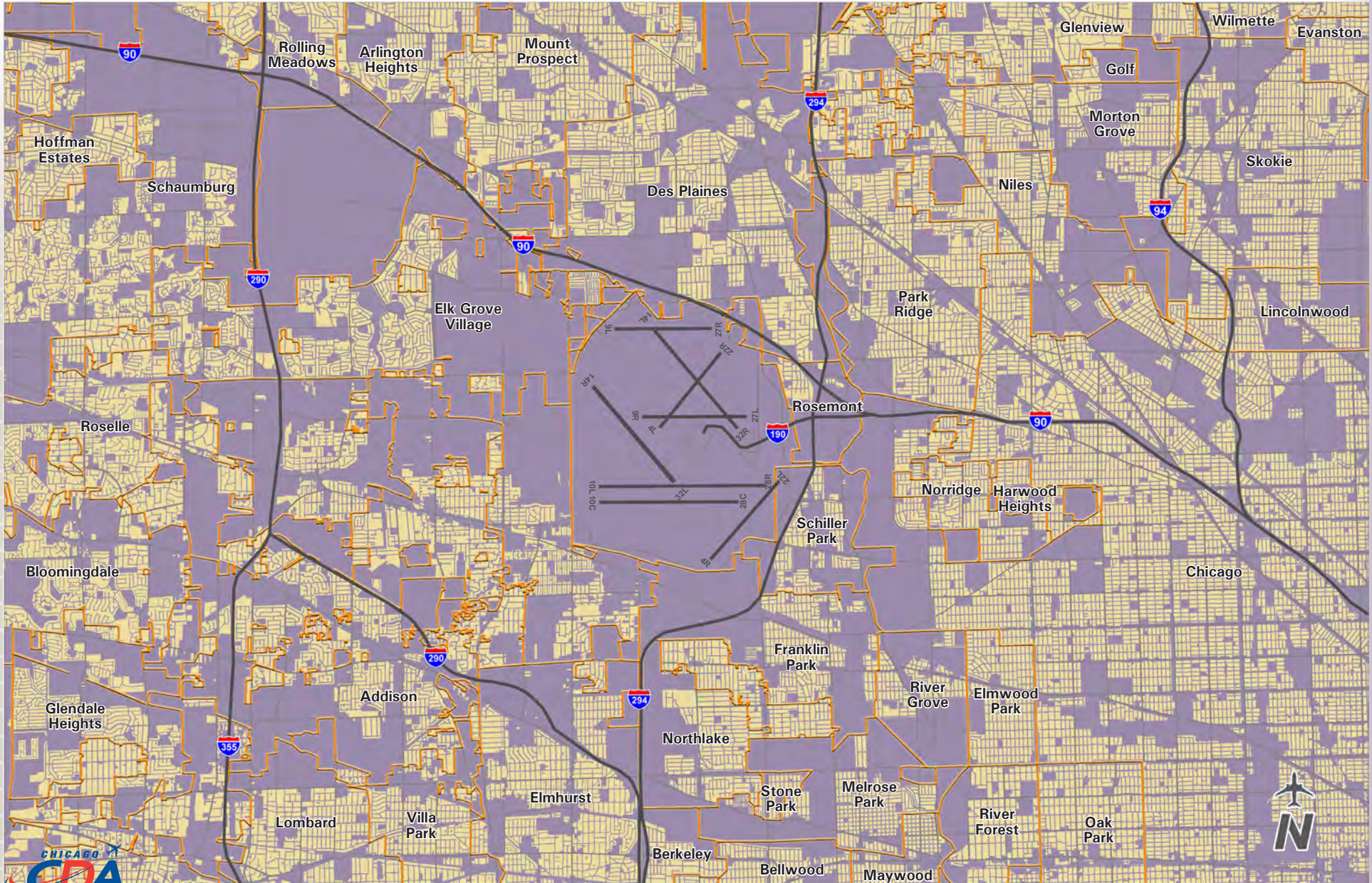
-  Noise Abatement Sign Locations
-  Control Tower








Compatible land use      Non-compatible land use



Note: Compatible and non-compatible land use generally determined pursuant to FAR Part 150.







The Fly Quiet Program is currently being delivered to airlines and pilots in four forms:

- Automatic Terminal Information Service (ATIS) is the continuous broadcast of recorded non-control information that is updated when there is a significant change in the information. O'Hare ATIS broadcasts "Noise Abatement Procedures are in effect" while O'Hare is in Fly Quiet. All pilots listen to ATIS before contacting Air Traffic Control.
- Noise Abatement Signs are located on the airfield. See Airport Layout Diagram for example and locations.
- Air Traffic Control (ATC) provides approved Fly Quiet flight instructions to pilots before the aircraft is cleared for takeoff. ATC provides vectors (Fly Quiet headings) and informs the pilot to maintain heading until 3,000' MSL and contact departure control (TRACON). The controller may or may not explain these headings are noise abatement procedures.
- The O'Hare Noise Compatibility Commission (ONCC) provides outreach to airline chief pilots, station managers and other airline representatives ([www.oharenoise.org](http://www.oharenoise.org)).





**Chicago Department of Aviation**  
O'Hare Noise Hotline: 1-800-435-9569  
[www.flychicago.com](http://www.flychicago.com)