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MEMORANDUM ON INTERIM FLY QUIET ROTATION PLAN and FAA DRAFT RE-EVALUATION of the OHARE MODERNIZATION ENVIRONMENTAL IMPACT STATEMENT

Background

As you are all aware, airport/aircraft noise is affecting our population more widely than in years past despite hushkit technologies that have dampened engine noise. The existing Fly Quiet Rotation Plan (FQR) was devised to provide nighttime relief to chronically noise-afflicted populations. The FQR implements a rotation plan that attempts to fairly distribute noise impacts and attempts to put arriving and departing aircraft into patterns that affect the least number of people. It has been effective in doing this but weather patterns often undermine the plans and change the impact for short durations.

The Fly Quiet Rotation protocol begins at 10p and ends at 7a. As the O'Hare Modernization Program (OMP) has progressed, regular operations have encroached into that nine hour window. Often, air traffic control (ATC) begins the fly quiet protocol hours late due to backlog of arrivals. Weather and heavy aircraft complicate the Fly Quiet rotation: bad weather and aircraft type often dictate which runways pilots want to and request to use during the evening periods. So the longest runway, 10L/28R, often receives most of the heavy aircraft overnight affecting the Bensenville/WoodDale/Itasca corridor. Complicating the picture further, runways 9L/27R and 10R/28L – the extreme north and south parallel runways – are only operational in the day and are not used in the nighttime rotation because the control towers overseeing those runways are closed at 10p.

Airport operations have increased significantly since the recession and are projected to continue to increase with the construction of two new parallel runways north of the existing terminals and new gates. Those two new runways are projected to come online in 2020 and 2021. One of those runways was included in the existing Fly Quiet Rotation Plan (FQR) but has been removed from the Interim plan pending completion of improvements. At the same time, one of the principal diagonal runways west of the terminals has been decommissioned and taken out of the FQR.

Interim Fly Quiet Program Public Information

In February of 2018, the O'Hare Noise Compatibility Commission recommended an interim Fly Quiet program to the FAA for their re-evaluation. Each time there is a change in the operations at the airport which may have environmental impacts, the FAA must evaluate that plan and produce a re-evaluation report that informs the public of the impacts. On Monday, FAA released their re-evaluation report for the Interim Fly Quiet program and in that release they set some dates for public meetings. You can find more information about the re-evaluation and meetings at:

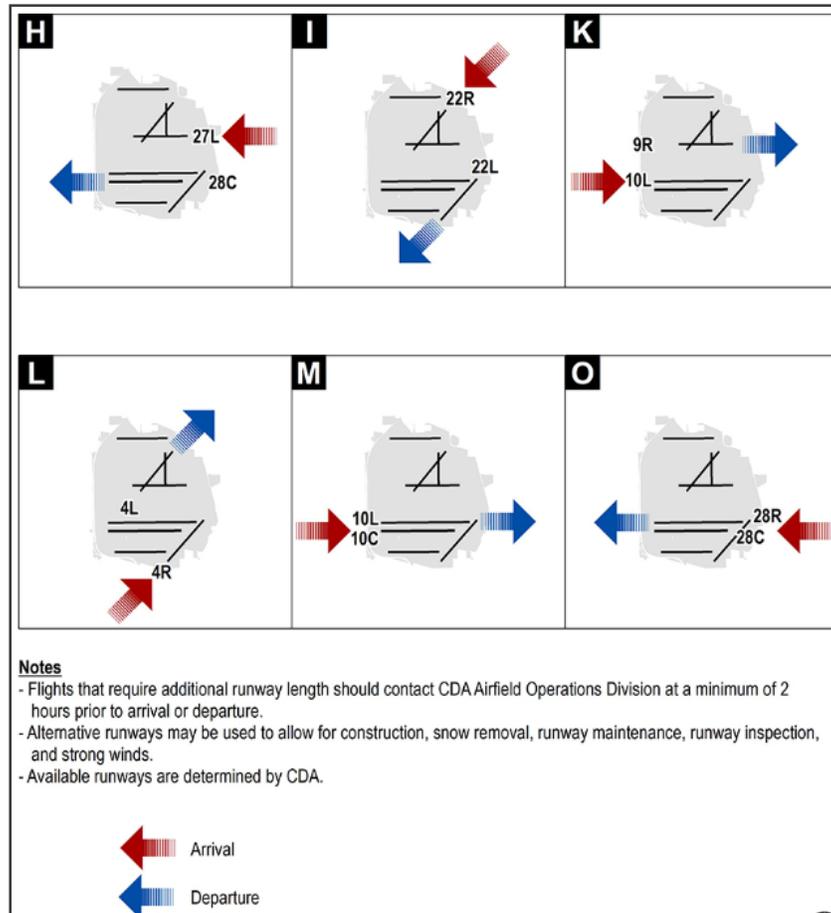
https://www.faa.gov/airports/airport_development/omp/ifq_re_eval/

This link includes information on public workshops and how the public can participate and comment so please take a look at the information on the FAA website. The public comment period lasts from January 14, 2019 through February 27, 2019.

Interim Fly Quiet Plan Details

The Interim Plan utilizes 4 runways, with longest runway 10L/28R always available for requests by "heavy" aircraft. The plan, as with all other runway rotation plans, excludes the extreme north and south parallel runways and avoids two particular configurations: use of the same runway for arrivals and departures, and use of converging runways (conflict management and safety).

Because of on-going construction and limitations on use of shorter runways, the Plan involves 6 runway configurations as shown here:



FAA and controller staff (ATC) are allowed to postpone Fly Quiet protocol if there is a significant backlog of flights and are allowed to deviate from the Fly Quiet Plan for the week if weather conditions dictate a different pattern.

Arrivals are generally more impactful to the surrounding neighborhoods because of lower approach altitudes. FAA is proposing an 8 week rotation using the patterns shown. Under this plan, Wayne-Bartlett-Roselle-Bloomingtondale-Itasca-Wood Dale-Bensenville will be in the primary arrival pattern 25% of the time, South Bensenville-Elmhurst-Oak Brook would be in the primary arrival pattern 25% of the time. It is the mission of this plan to allow no one approach to assume more than 25% of impact during the rotation period. Given the limited options, this plan does a fair job of distributing the impact.

These percentages may vary based on the prevailing wind directions. If a primary or secondary pattern is not followed for a night or two, ATC will go back to the original plan if weather conditions allow. ATC staff are tracking the deviations from the plan and will adjust the schedule accordingly so the net is as close to equal as possible.

The FAA's noise analysis of the proposed Interim Fly Quiet Rotation Plan indicated that there would be **no change in noise levels in DuPage County**. According to the analysis, only locations east of the airport in communities such as Schiller Park and Norridge would see increases of a decibel or more.

DuPage County has been supportive of the rotation plans to date. The plans have not been perfect and conditions have not always been favorable for compliance. However, the intent to mitigate effects of air traffic is good policy. DOT has worked closely with the Suburban O'Hare Commission (SOC) and the O'Hare Noise Compatibility Commission to ensure that CDA, Air Traffic Control and the FAA live up to the plan and that our constituents are not unduly burdened. We will continue to watch this and report to you with updates and changes and compliance issues no matter the decision on the Fly Quiet Plan.