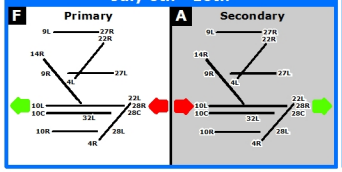
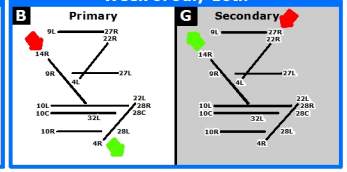
FLY QUIET II RUNWAY ROTATION TEST (Weeks 1-25)

This chart illustrates the proposed runway use configurations for the Fly Quiet II Runway Rotation Plan (out of a 12 week rotation schedule). For each week, a primary and secondary runway use configuration is provided to accommodate potential changes in wind direction. Historical wind data suggests that the primary runway use configuration can be used the majority of the time. The runway use configurations have been defined to balance noise exposure by community by complying with the criteria approved by the ONCC Fly Quiet Committee. The use of east flow, west flow, parallel, and diagonal runways is rotated on a weekly basis. Special procedures have been defined to accommodate additional aircraft that require added runway length.

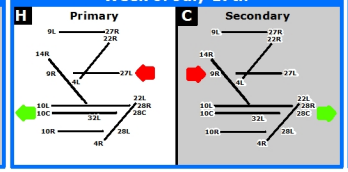
July 6th - 10th



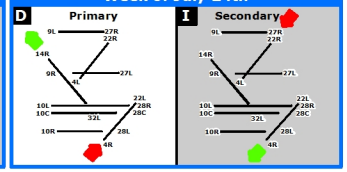
Week of July 10th



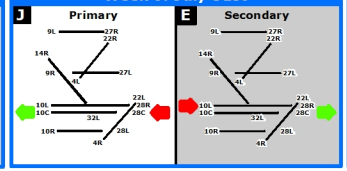
Week of July 17th



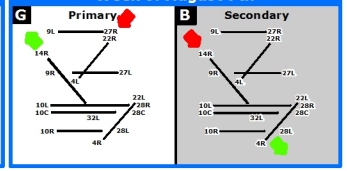
Week of July 24th



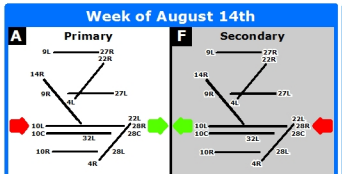
Week of July 31st



Week of August 7th

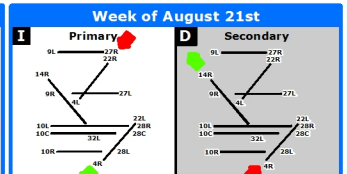


Week of August 14th

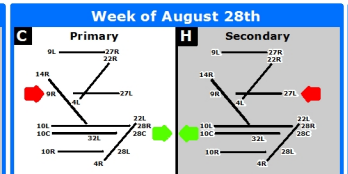


Updated 8/5/2016

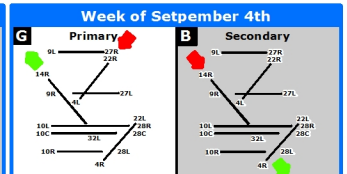
Week of August 21st



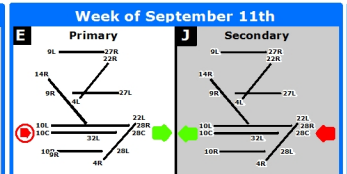
Week of August 28th



Week of Setpember 4th

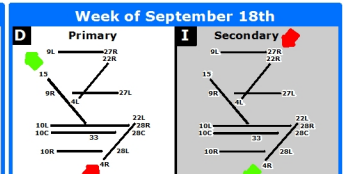


Week of September 11th

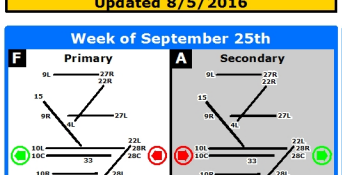


Updated 9/2/2016

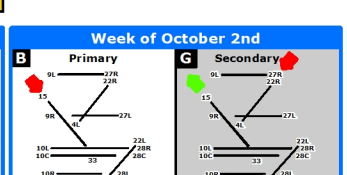
Week of September 18th



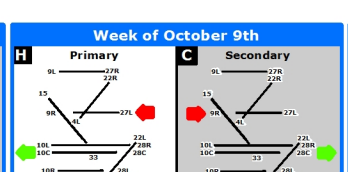
Week of September 25th



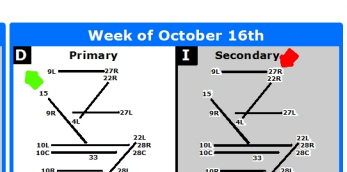
Week of October 2nd



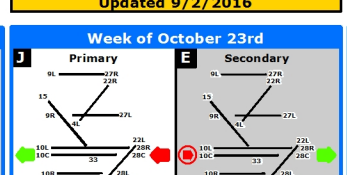
Week of October 9th



Week of October 16th

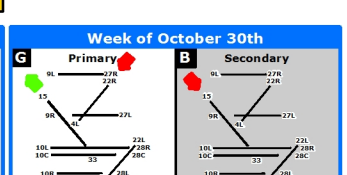


Week of October 23rd

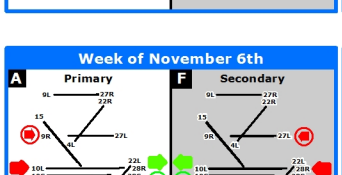


Updated 10/14/2016

Week of October 30th

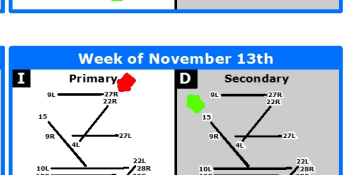


Week of November 6th

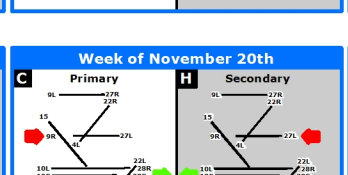


Construction Status Pending

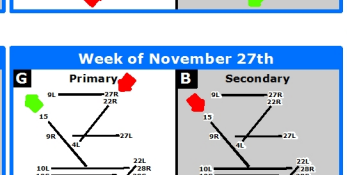
Week of November 13th



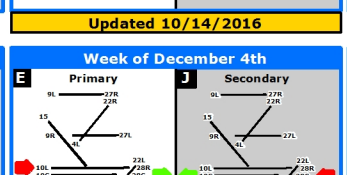
Week of November 20th



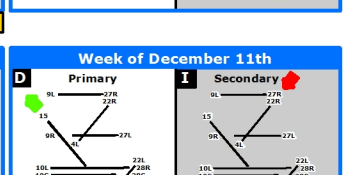
Week of November 27th



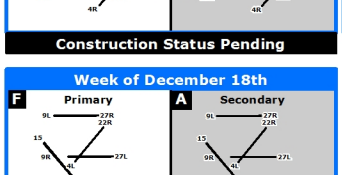
Week of December 4th



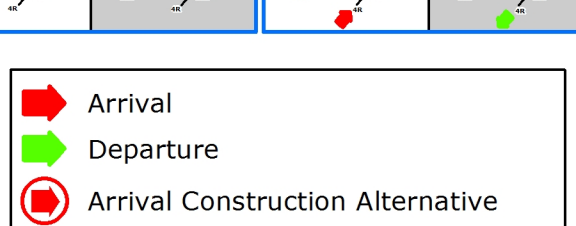
Week of December 11th



Week of December 18th



Each weekly period will begin on Sunday evening at 10 p.m. or after when demand allows for one arrival and one departure runway.



Notes

- 2016 Runway Rotation Test
- Use of these runways is voluntary, pilots are encouraged to use designated nighttime preferential runways.
- Runway 10L/28R, if closed for noise abatement, would be made available for flights that require additional runway length after operator coordination, at a minimum of 2 hours prior to arrival or departure, with Chicago Department of Aviation (CDA) Operations.
- Alternative runways may be used to allow for construction, snow removal, runway maintenance, runway inspection and specific aircraft operational needs. Available runways are determined by Chicago Department of Aviation (CDA) Operations, and prevailing winds. When Runway 10L/28R is closed for construction, Runway 10C/28C will be made available for flights that require additional runway length.

10/14/2016