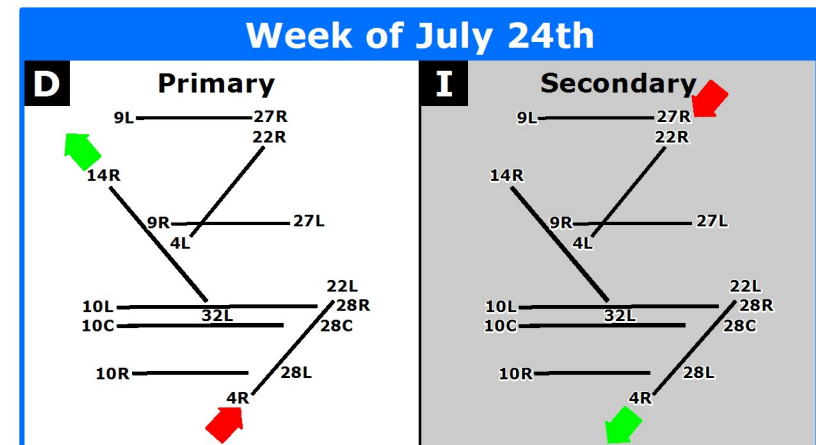
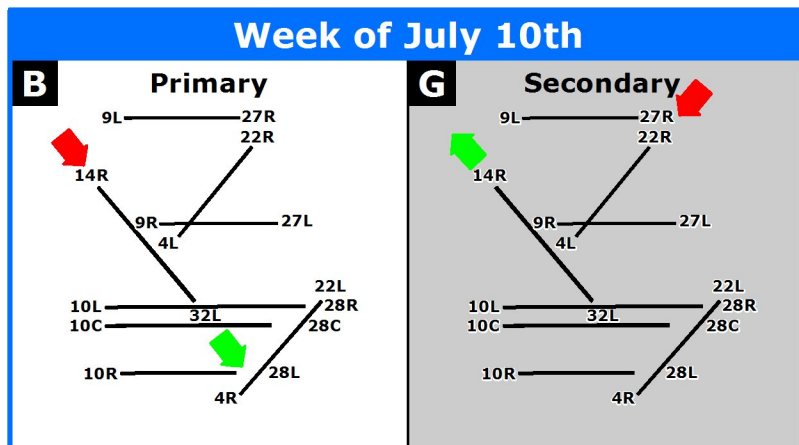
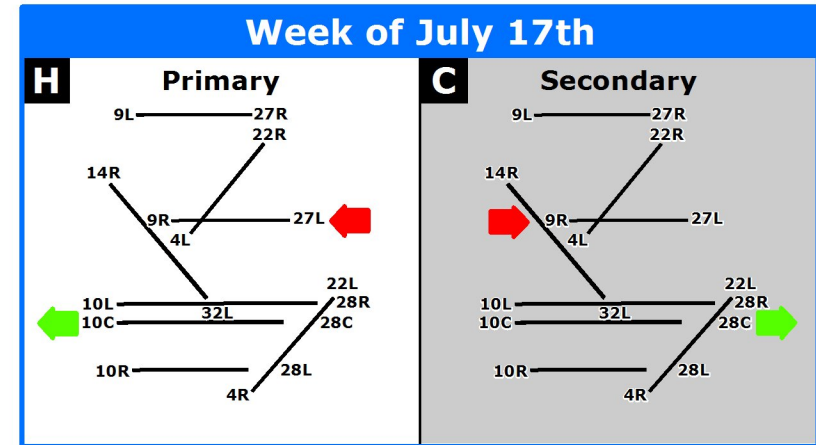
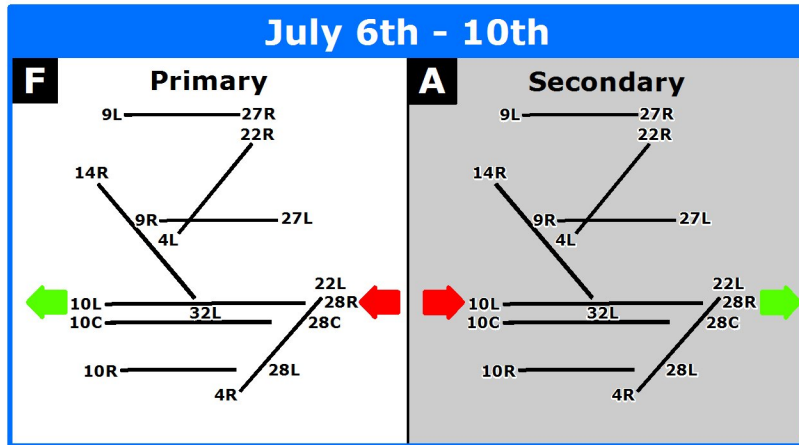


FLY QUIET II RUNWAY ROTATION TEST (Weeks 1-4)

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.



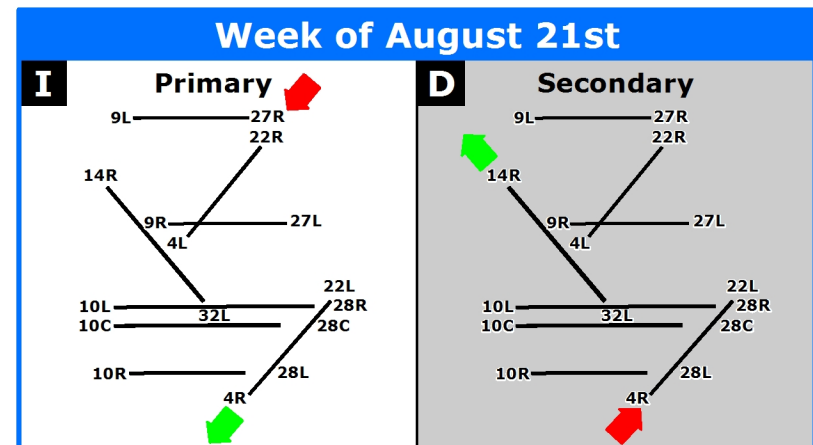
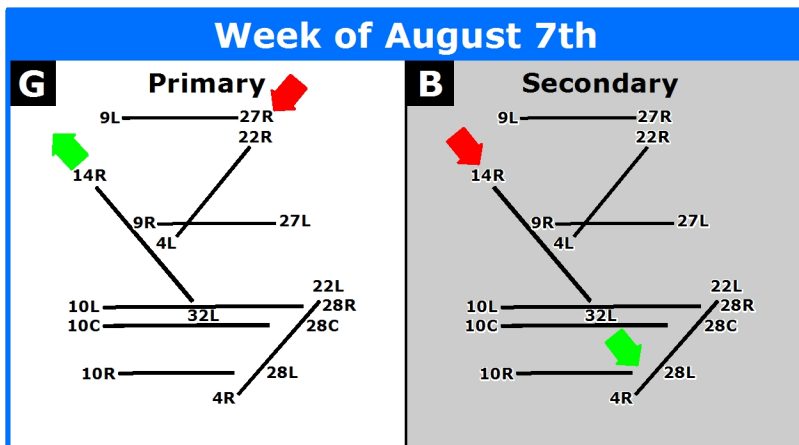
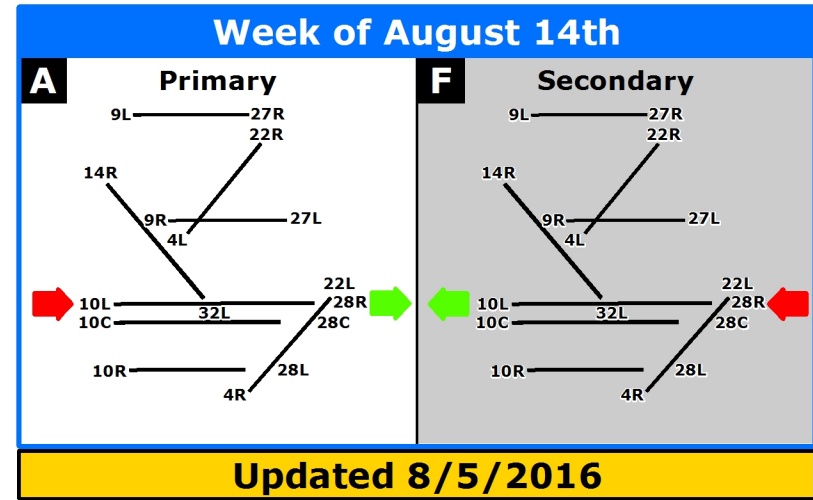
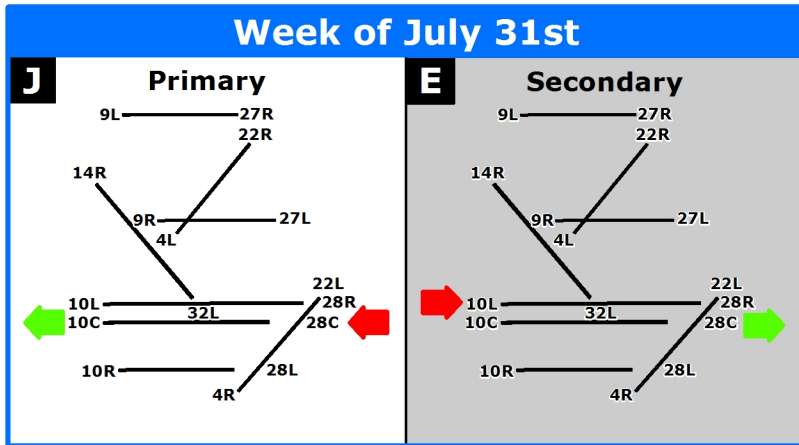
Notes

- 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.



FLY QUIET II RUNWAY ROTATION TEST (Weeks 5-8)

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.



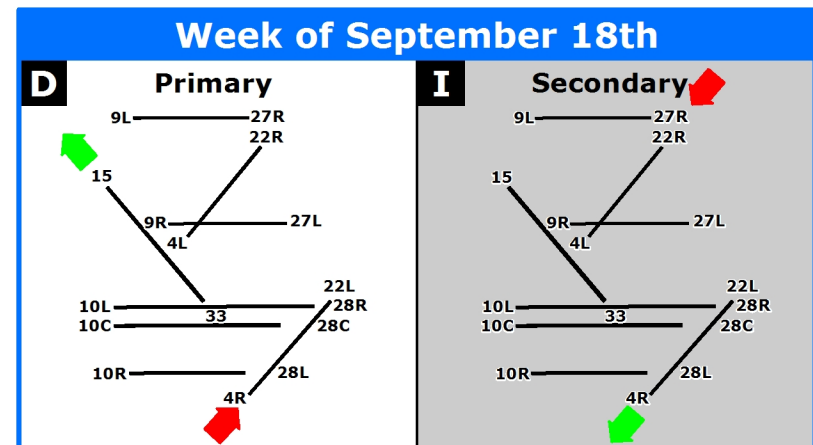
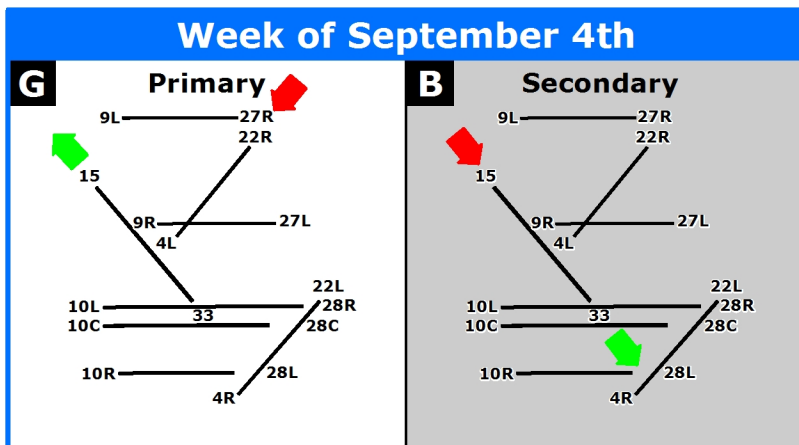
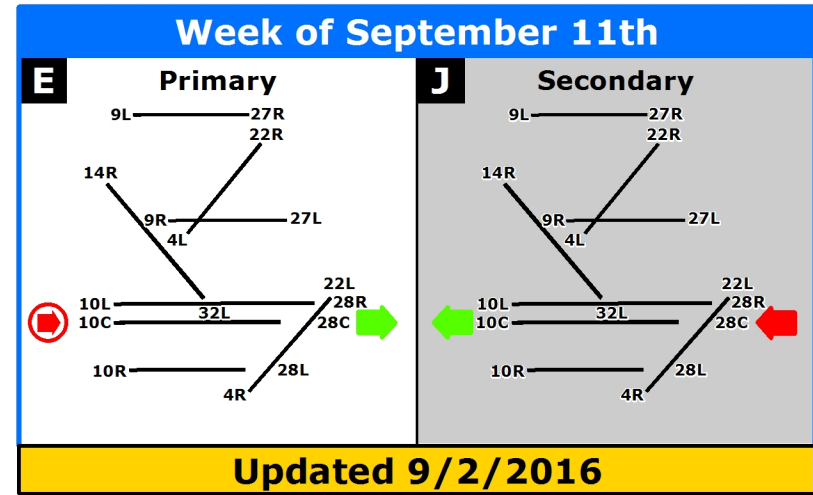
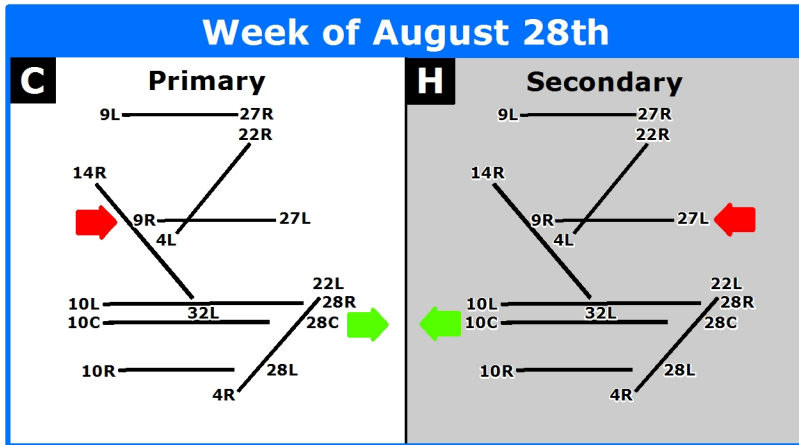
Notes

- 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.



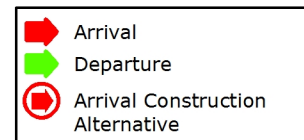
FLY QUIET II RUNWAY ROTATION TEST (Weeks 9-12)

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.



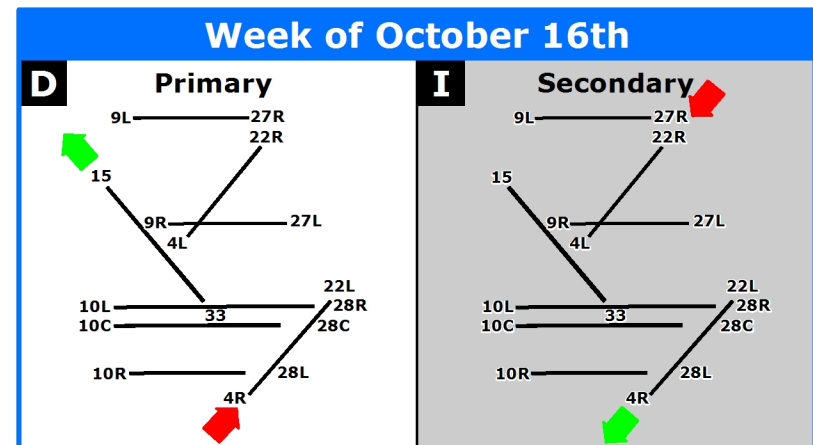
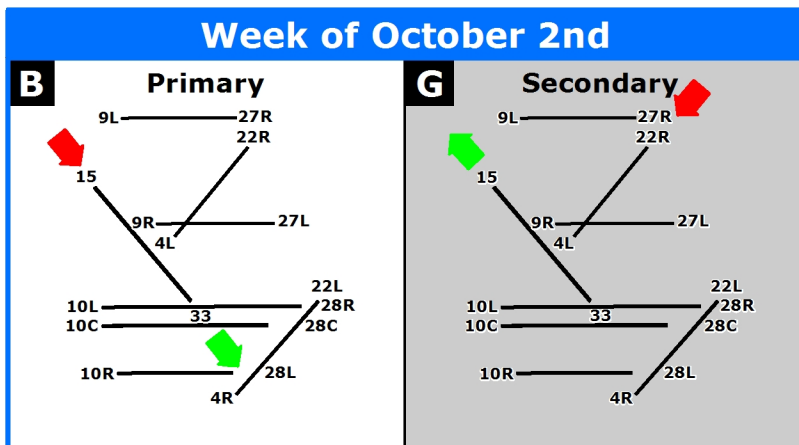
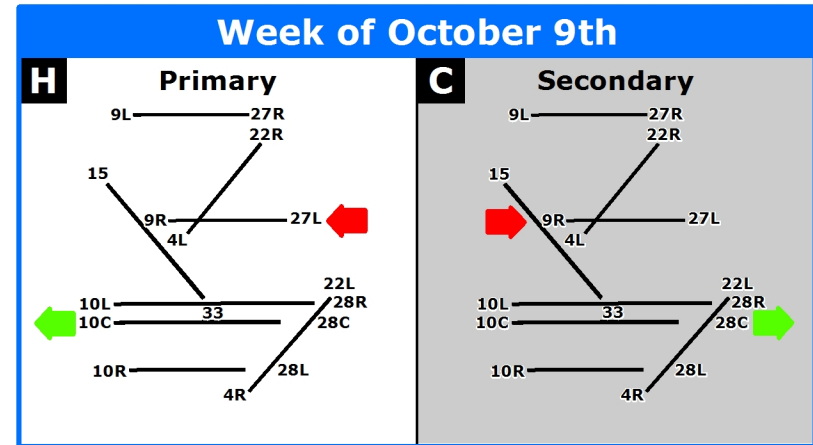
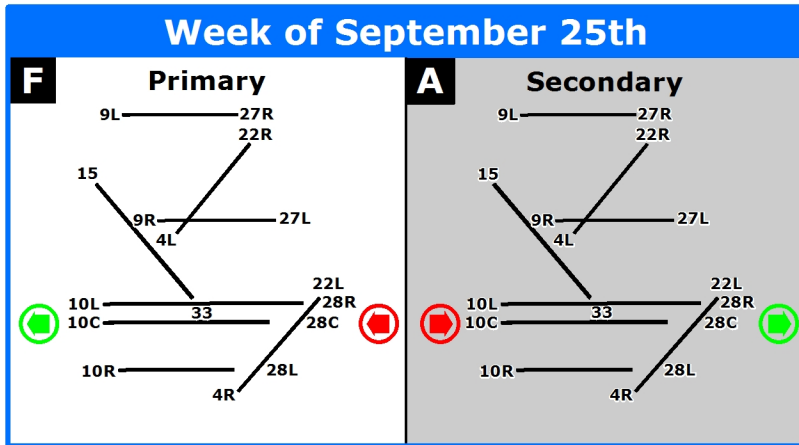
Notes

- 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.



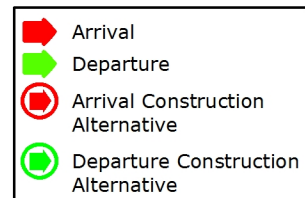
FLY QUIET II RUNWAY ROTATION TEST (Weeks 13-16)

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.



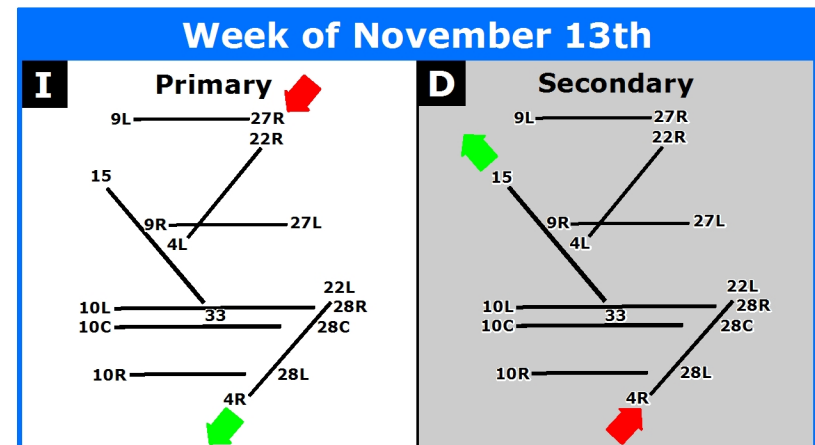
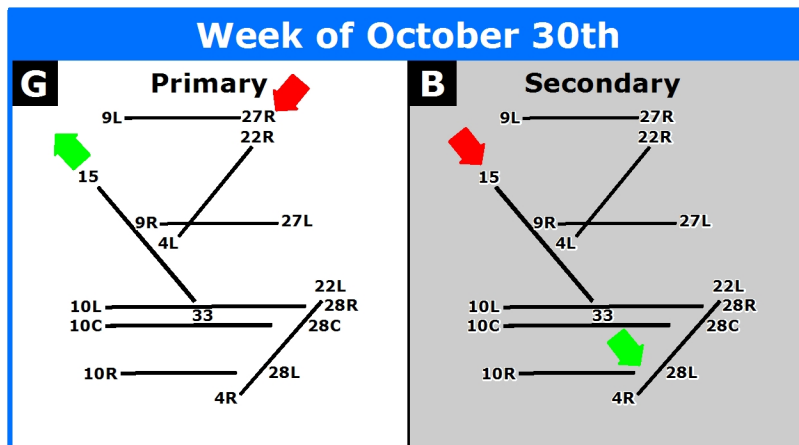
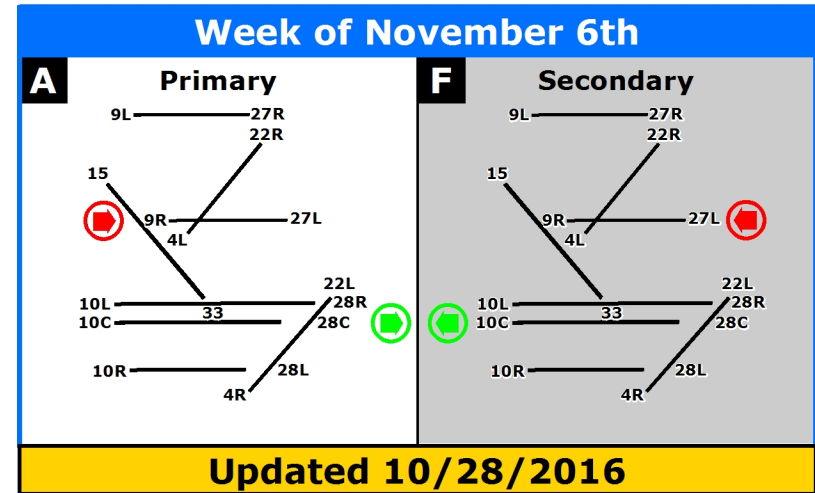
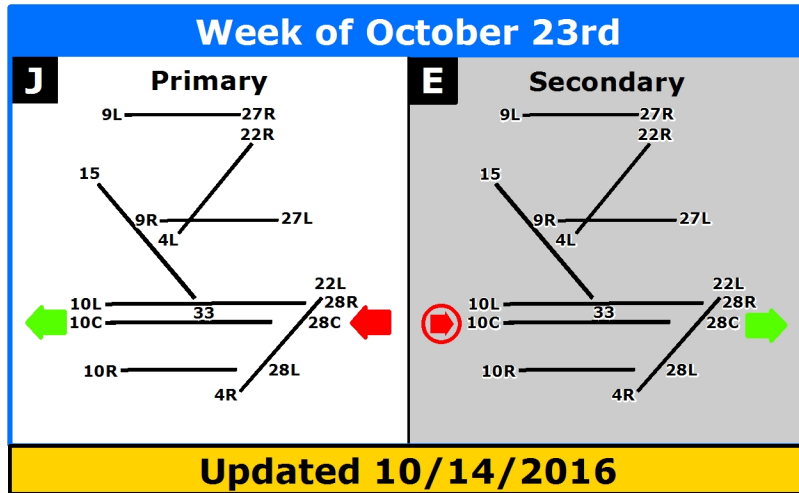
Notes

- 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.



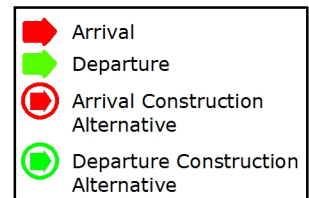
FLY QUIET II RUNWAY ROTATION TEST (Weeks 17-20)

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.



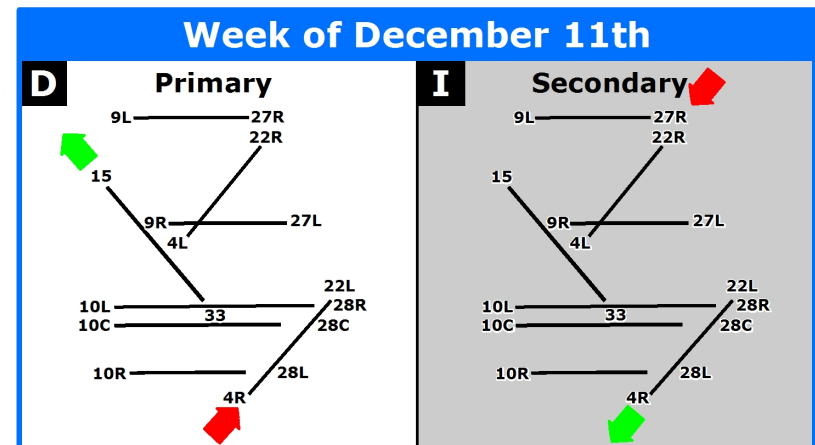
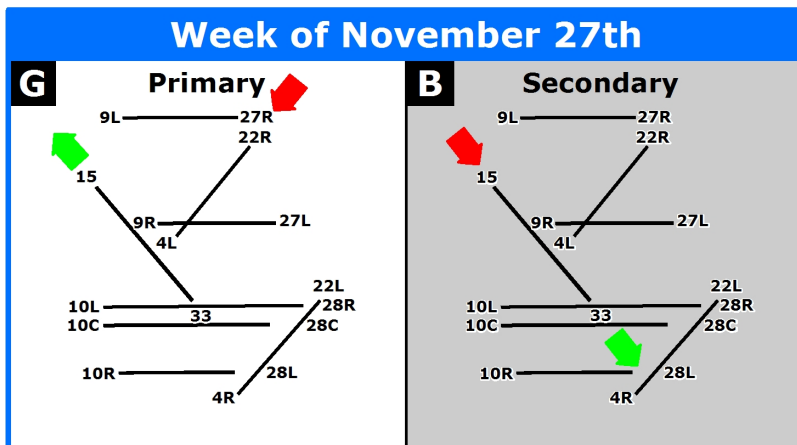
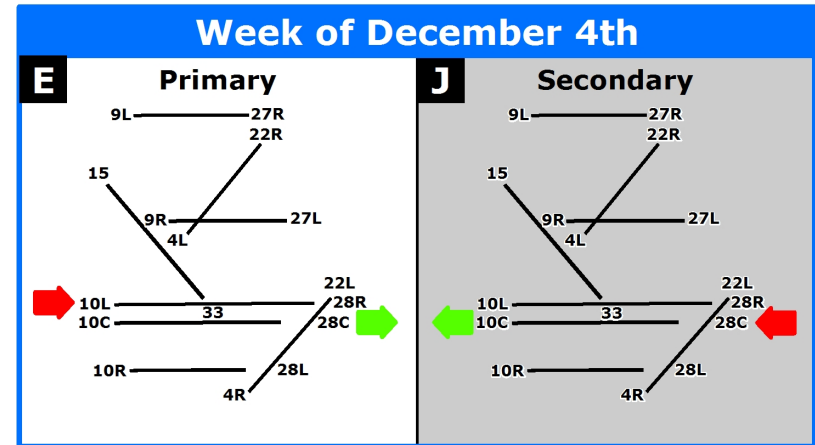
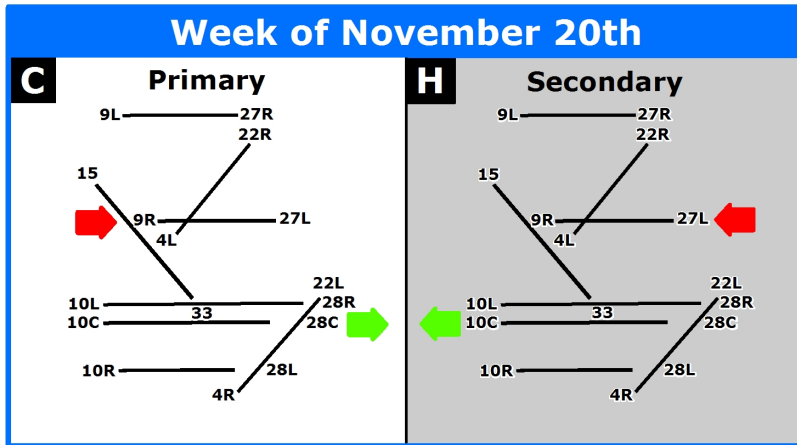
Notes

- 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.



FLY QUIET II RUNWAY ROTATION TEST (Weeks 21-24)

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.



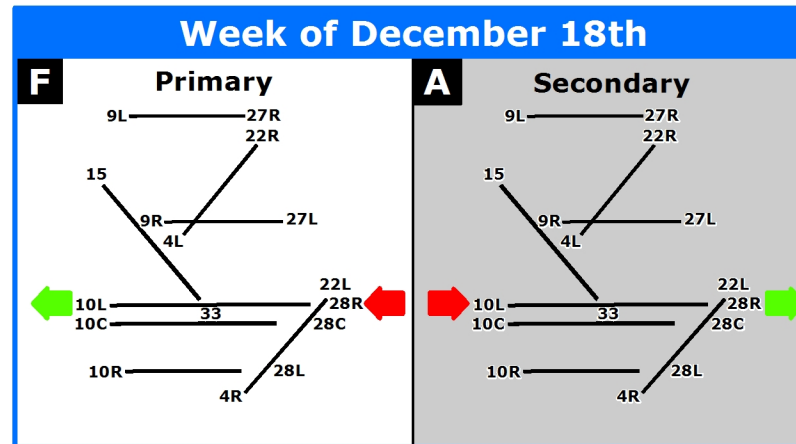
Notes

- 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.



FLY QUIET II RUNWAY ROTATION TEST (Week 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.



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.

