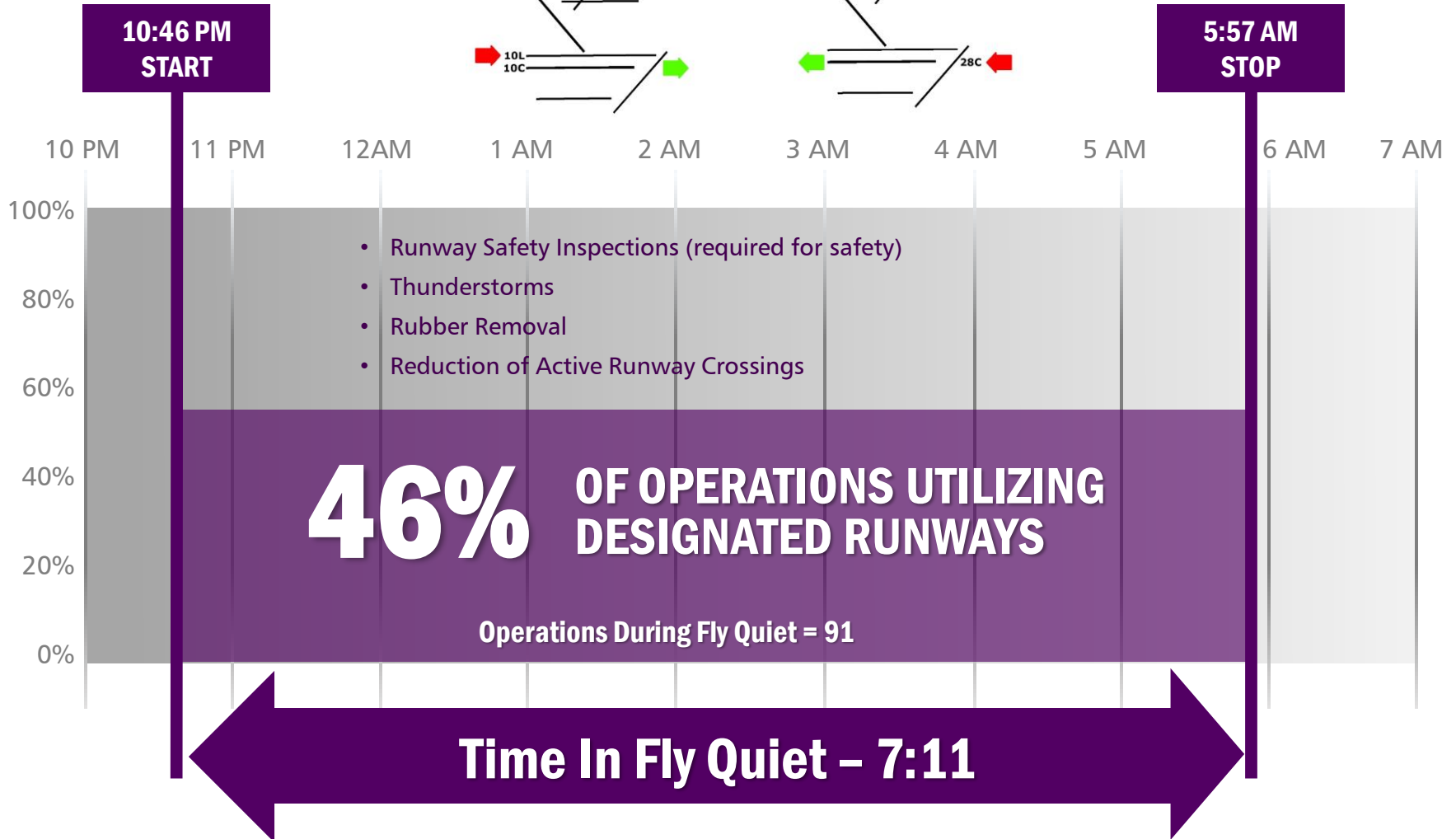
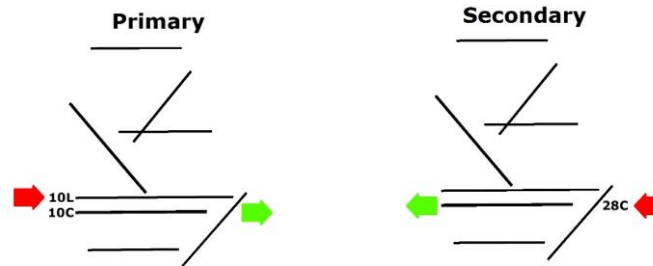


# FLY QUIET SUMMARY

## WEEK OF DECEMBER 4, 2016 (Week 23)



Note: Values above represent the average for time period.

**RUNWAY ROTATION TEST  
JULY 6, 2016 TO DECEMBER 25, 2016**



**Week of December 4th (Week 23)**

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime <sup>1</sup>	Operations	Start	Stop	Duration <sup>2</sup> (hrs: mins)	Primary <sup>3</sup>	Secondary <sup>3</sup>
12/5/16 - 12:37 AM	12/5/16 - 06:12 AM	5:35	62%	95	12/5/16 - 12:43 AM	12/5/16 - 04:26 AM	3:43	0%	45%
12/5/16 - 10:48 PM	12/6/16 - 05:54 AM	7:06	79%	90	--	--	0:00	40%	0%
12/6/16 - 10:41 PM	12/7/16 - 05:39 AM	6:58	77%	81	--	--	0:00	0%	0%
12/7/16 - 10:31 PM	12/8/16 - 05:59 AM	7:28	83%	103	--	--	0:00	0%	1%
12/8/16 - 10:32 PM	12/9/16 - 05:46 AM	7:14	80%	89	12/8/16 - 10:36 PM	12/9/16 - 05:46 AM	7:10	0%	100%
12/9/16 - 10:13 PM	12/10/16 - 05:41 AM	7:28	83%	95	12/9/16 - 10:38 PM	12/10/16 - 05:41 AM	5:58	0%	72%
12/10/16 - 10:01 PM	12/11/16 - 06:31 AM	8:30	94%	86	12/10/16 - 10:01 PM	12/10/16 - 10:20 PM	0:19	58%	8%
<b>Average (Week of December 4th)</b>					<b>Average (Week of December 4th)</b>				
<b>10:46 PM</b>	<b>5:57 AM</b>	<b>7:11</b>	<b>80%</b>	<b>91</b>	<b>10:45 PM</b>	<b>3:33 AM</b>	<b>2:27</b>	<b>13%</b>	<b>33%</b>
<b>Cumulative Week 1 - 23 (July 6 - December 10)</b>					<b>Cumulative Week 1 - 23 (July 6 - December 10)</b>				
<b>10:42 PM</b>	<b>5:42 AM</b>	<b>7:00</b>	<b>81%</b>	<b>96</b>	<b>11:16 PM</b>	<b>5:29 AM</b>	<b>4:33</b>	<b>46%</b>	<b>22%</b>

**Notes:**

- 1: FAR Part 150 considers nighttime hours 10:00 PM - 07:00 AM.
- 2: Duration was not continuous because FAR Part 139 necessitates nightly runway closures for safety inspections.
- 3: Percentage of operations on designated runways for rotation within the overall Fly Quiet Time.

**Summary:**

The average time in Fly Quiet was 7 hours and 11 minutes per night.  
The percentage of operations on the rotation runways in the primary or secondary configuration was 46%.

**Comments:**

- a: There were 5 requests granted for alternative runways during the rotation period.
- b: The Rotation Test was restricted in order to limit active runway crossings.
- c: Runway 10C/28C availability was restricted due to emergency rubber removal.
- d: On the night of 12/4 the Rotation Test was restricted due to thunderstorms in the Chicago area.
- e: Winds were less than 5 knots 4% of the time (potential for east or west flow).
- f: Winds were greater than 5 knots and from the west 71% of the time (potential for west flow).
- g: Winds were greater than 5 knots and from the east 23% of the time (potential for east flow).
- h: Winds were greater than 5 knots and from the south 0% of the time.
- i: Winds were greater than 5 knots and from the north 2% of the time.
- j: Winds were greater than 5 knots and variable 0% of the time.

