CHICAGO DEPARTMENT OF AVIATION

Runway Rotation Test Report

July 6, 2016 – December 25, 2016

Fly Quiet Program

Chicago O'Hare International Airport

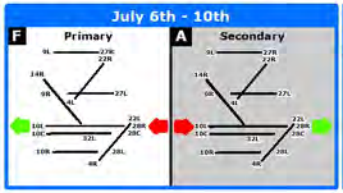
Appendix

Visit the O'Hare Noise Webpage on the Internet at
www.flychicago.com/ORDNoise

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



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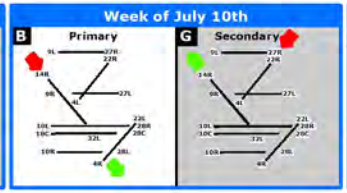

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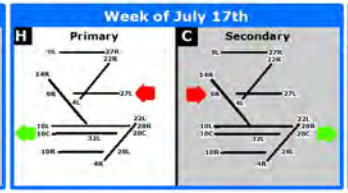

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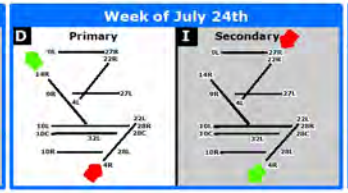
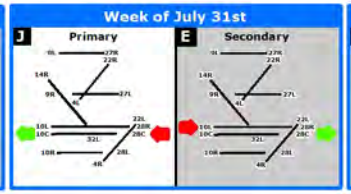


Week of July 31st



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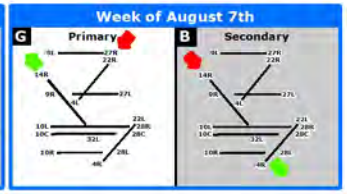

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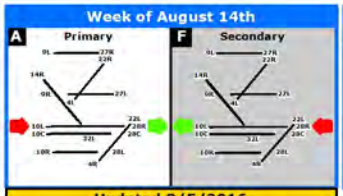
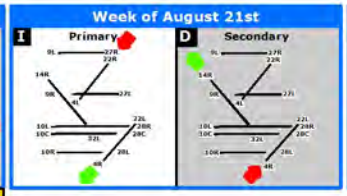


Updated 8/5/2016

Week of August 21st



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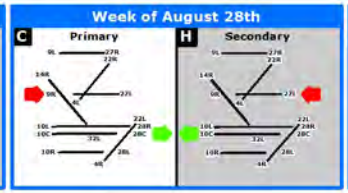

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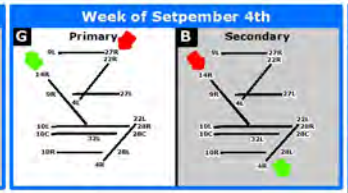

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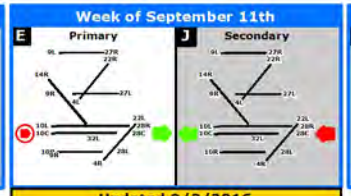
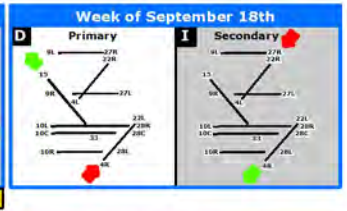


Updated 9/2/2016

Week of September 18th



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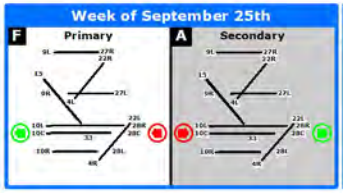

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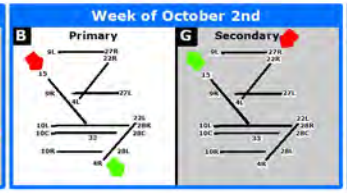

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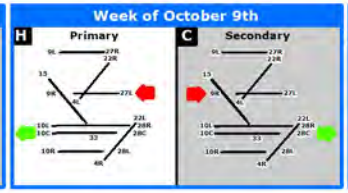

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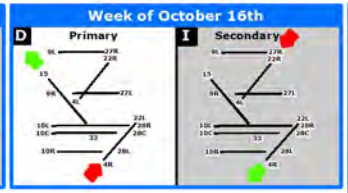
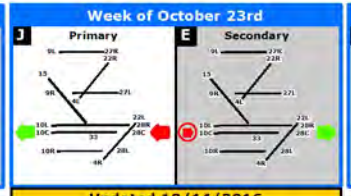
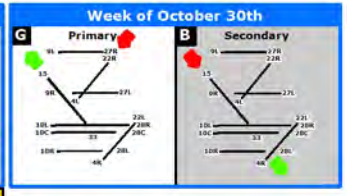


Week of October 23rd



Updated 10/14/2016

Week of October 30th



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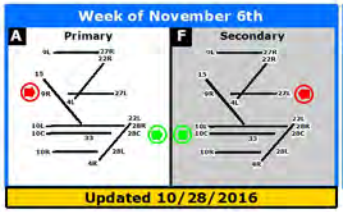
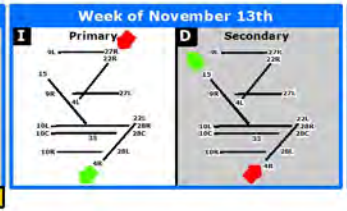


Updated 10/28/2016

Week of November 13th



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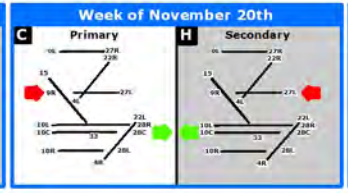

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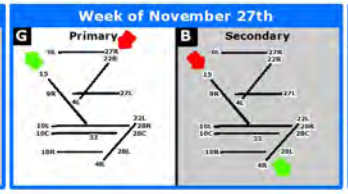
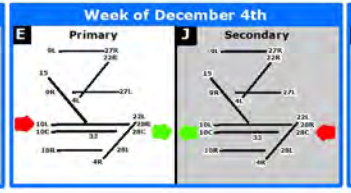
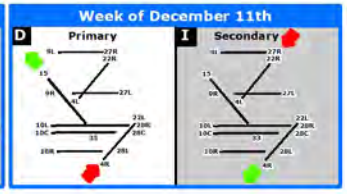


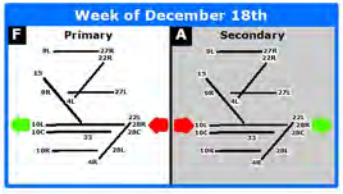
Week of December 4th



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.

- Arrival
- Departure
- Arrival Construction Alternative
- Departure Construction Alternative

Notes

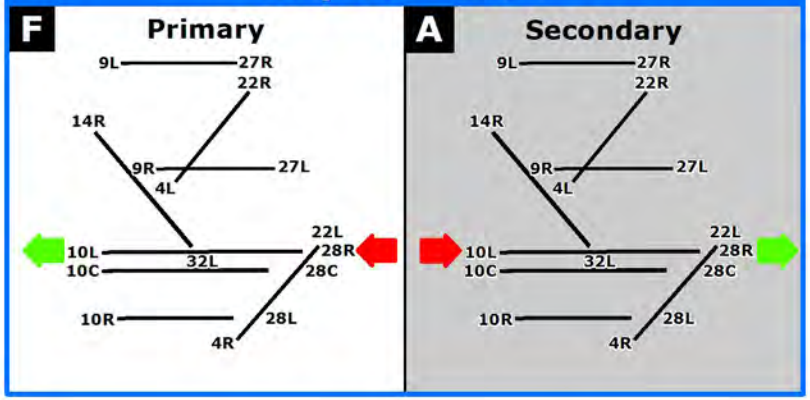
- 2016 Runway Rotation Test
- Use of these runways is voluntary, pilots are encouraged to use designated nighttime preferential runways.
- Runway 10L/28R, if closed for noise abatement, would be made available for flights that require additional runway length after operator coordination, at a minimum 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.

10/28/2016

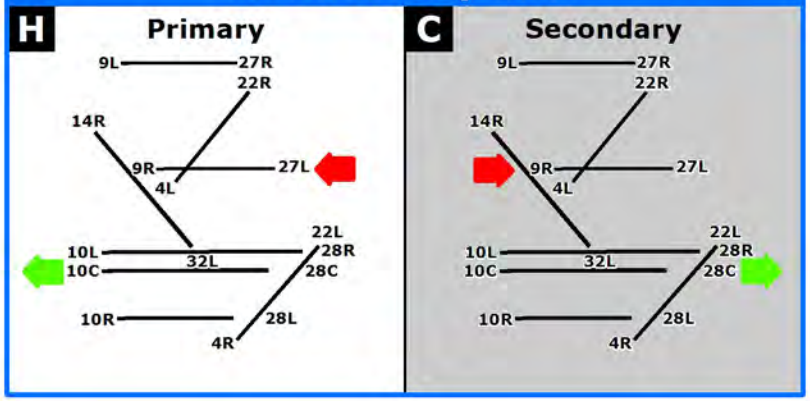
FLY QUIET II RUNWAY ROTATION TEST (Weeks 1-4)

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.

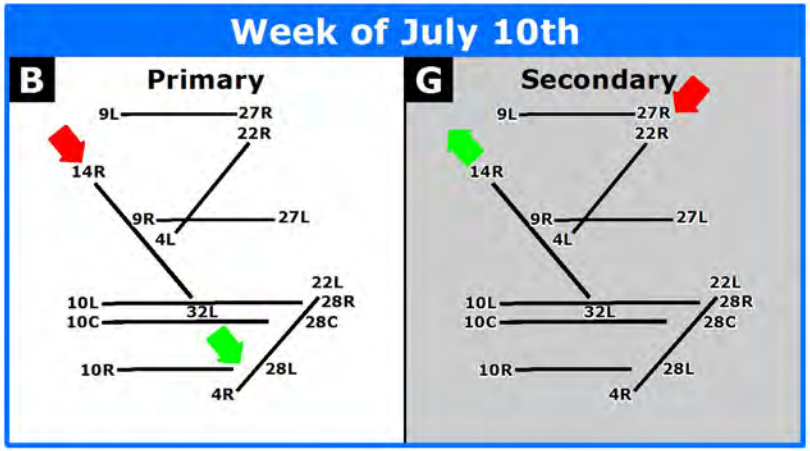
July 6th - 10th



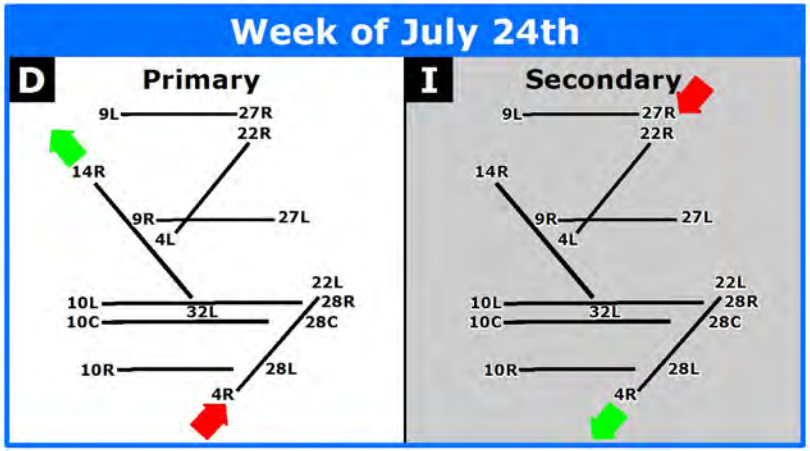
Week of July 17th



Week of July 10th



Week of July 24th



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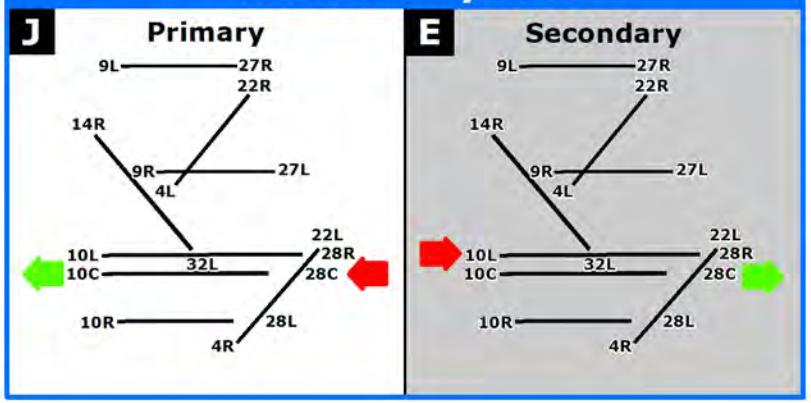
Arrival
Departure

6/29/2016

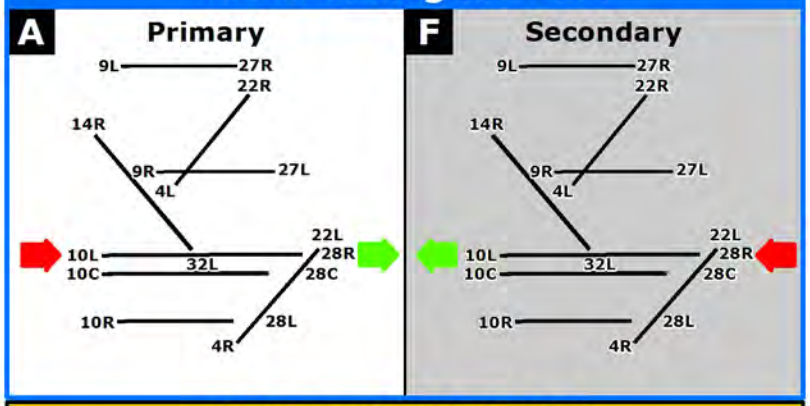
FLY QUIET II RUNWAY ROTATION TEST (Weeks 5-8)

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.

Week of July 31st

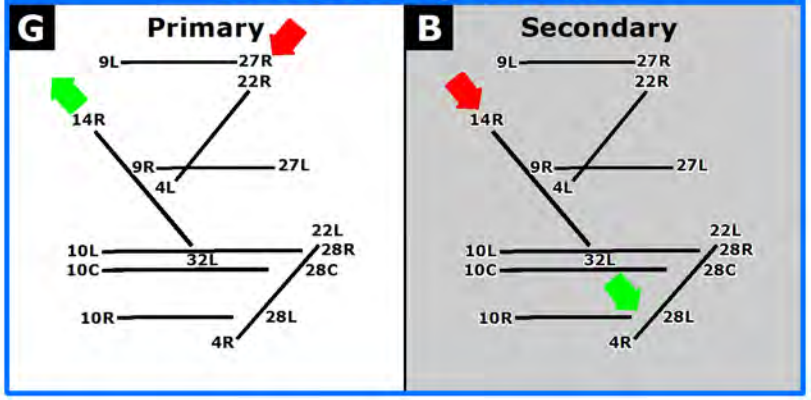


Week of August 14th



Updated 8/5/2016

Week of August 7th



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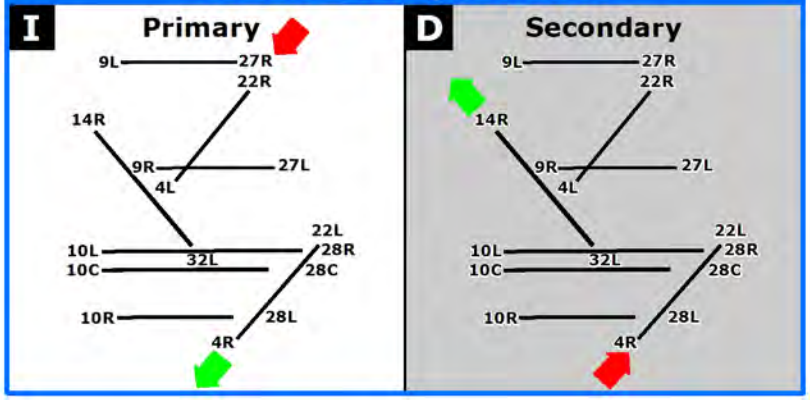

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Arrival
Departure

8/5/2016

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

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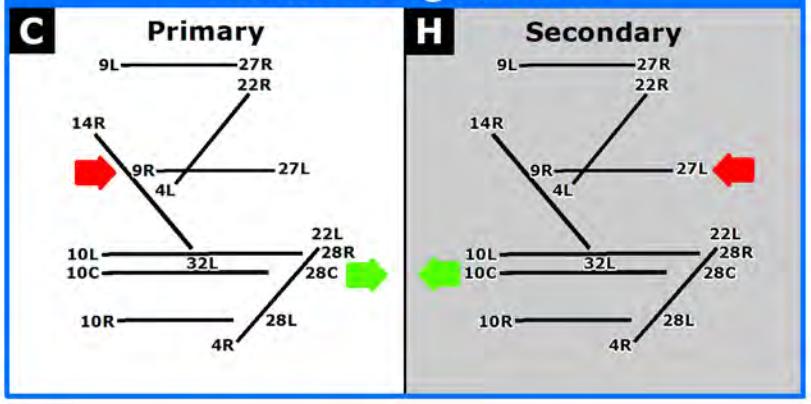
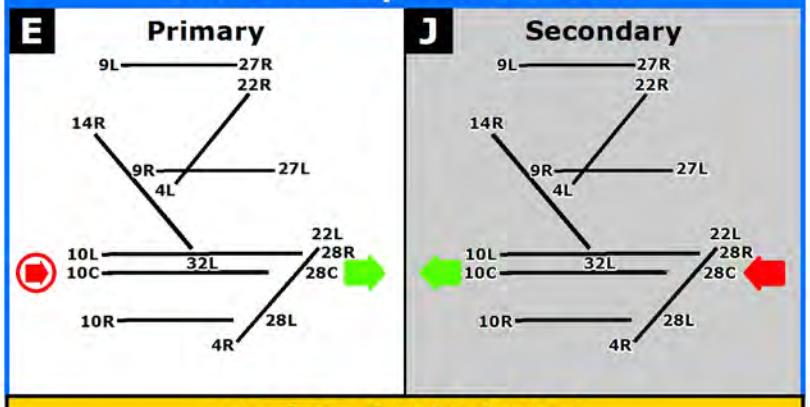
Week of August 28th

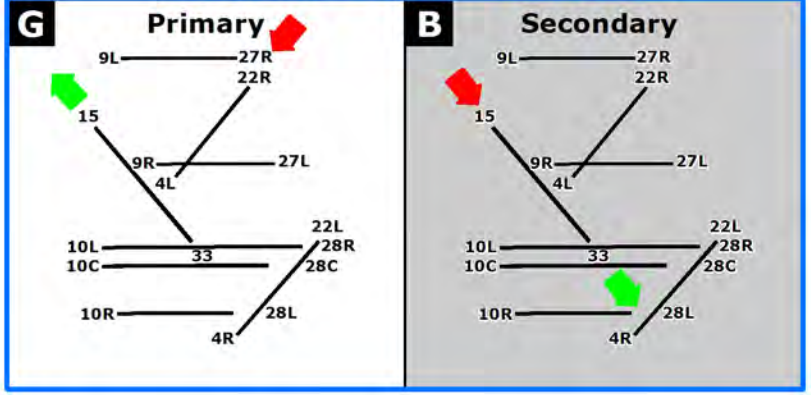


Week of September 11th

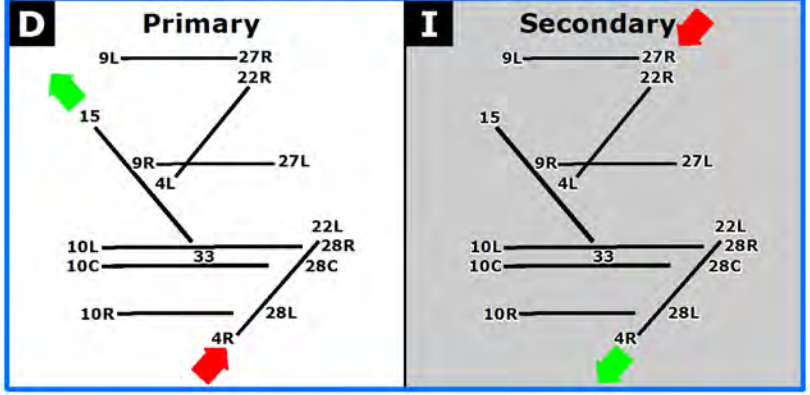


Updated 9/2/2016

Week of September 4th



Week of September 18th



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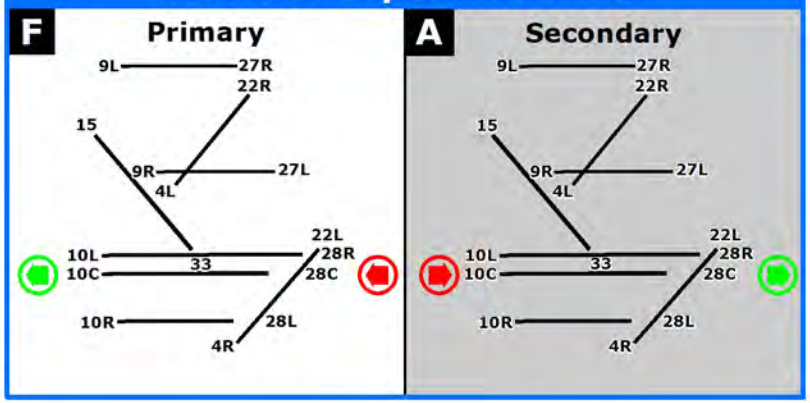
Arrival
Departure
Arrival Construction Alternative

9/15/2016

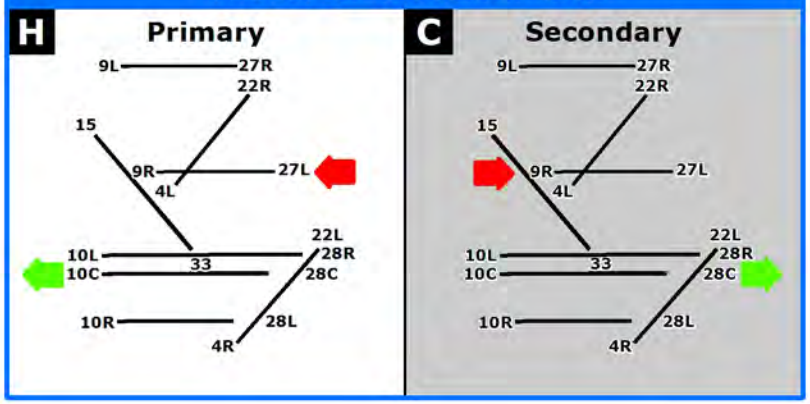
FLY QUIET II RUNWAY ROTATION TEST (Weeks 13-16)

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.

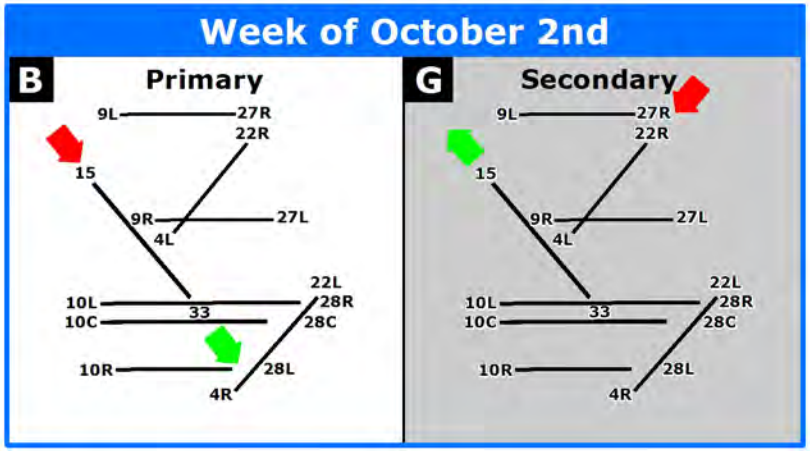
Week of September 25th



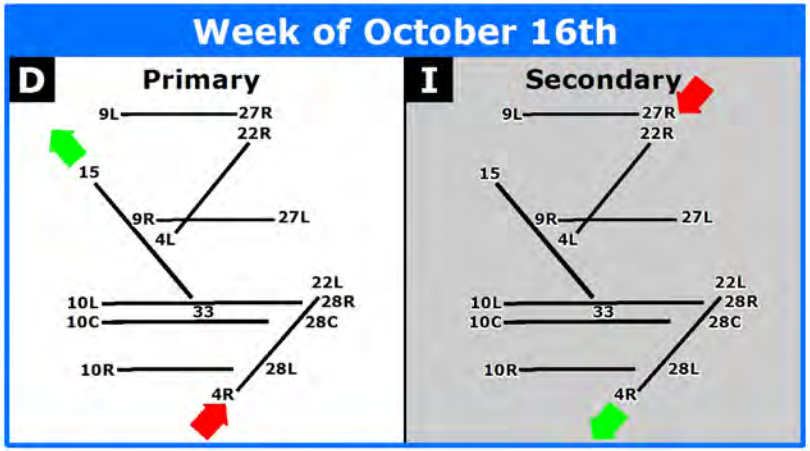
Week of October 9th



Week of October 2nd



Week of October 16th



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9/15/2016

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

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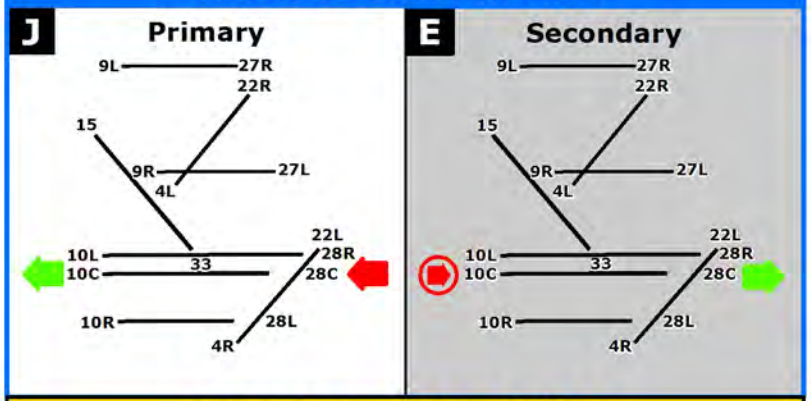
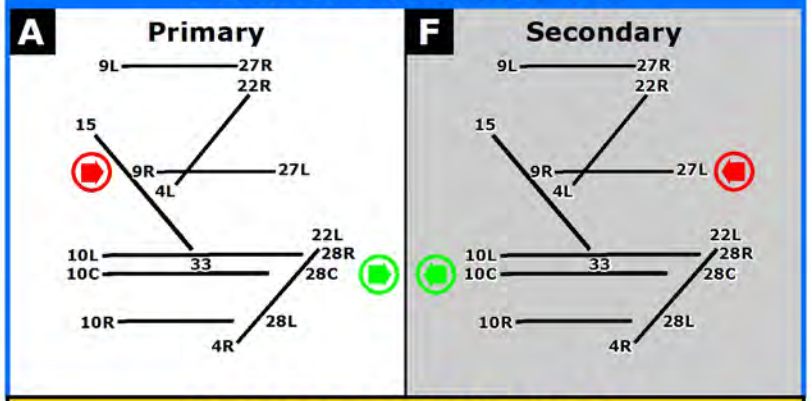
Week of October 23rd



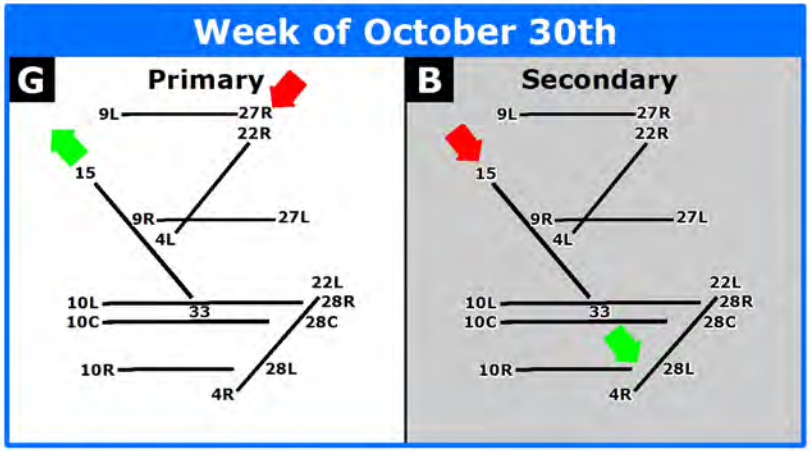
Updated 10/14/2016

Week of November 6th

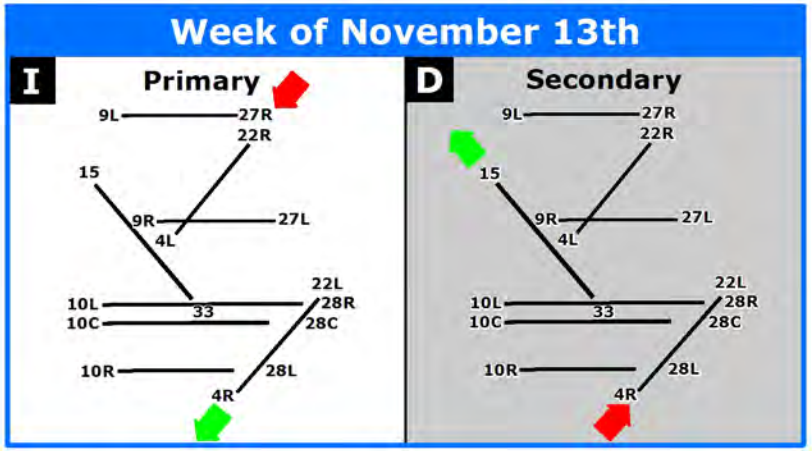


Updated 10/28/2016

Week of October 30th



Week of November 13th



Notes

- 2016 Runway Rotation Test
- Use of these runways is voluntary, pilots are encouraged to use designated nighttime preferential runways.
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- 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.

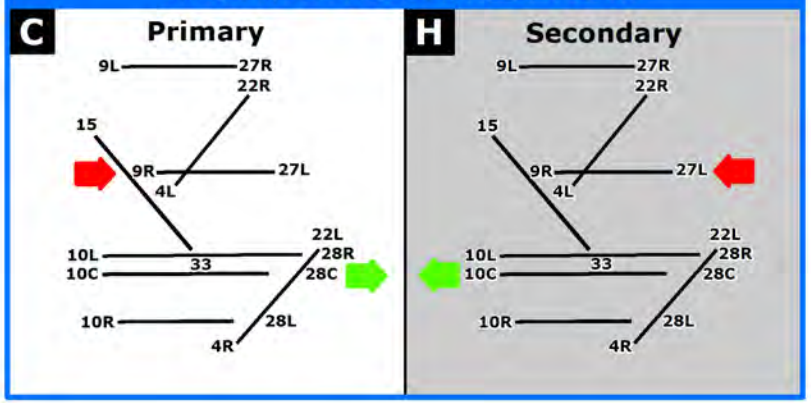
Arrival
Departure
Arrival Construction Alternative
Departure Construction Alternative

10/28/2016

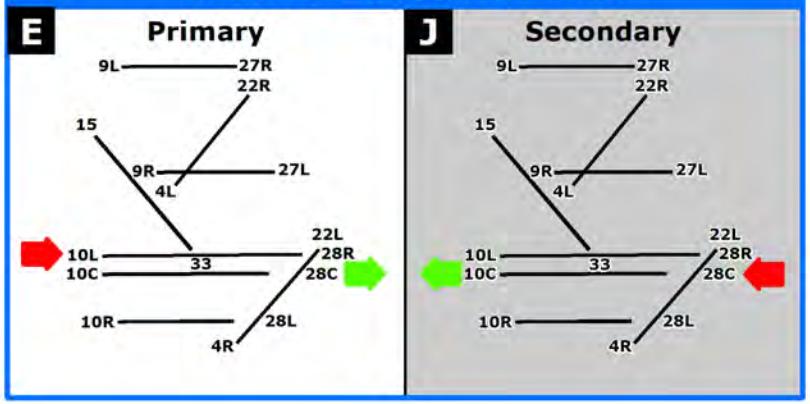
FLY QUIET II RUNWAY ROTATION TEST (Weeks 21-24)

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.

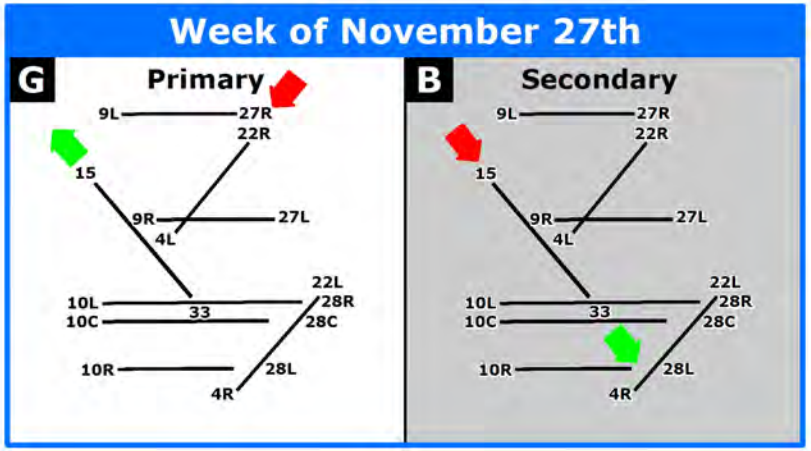
Week of November 20th



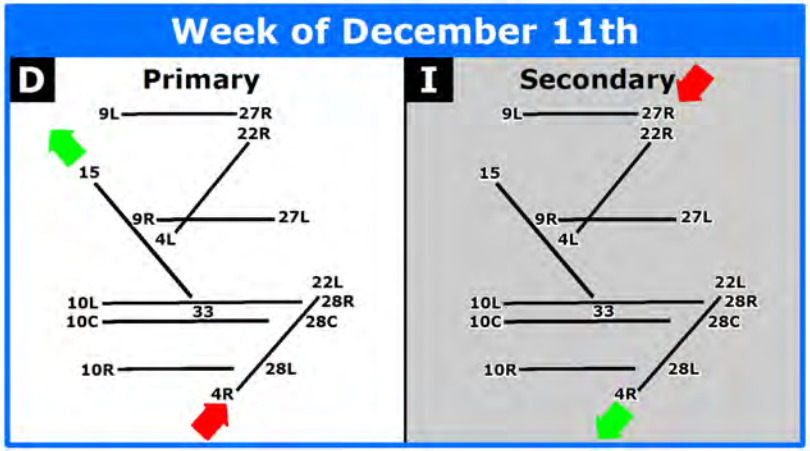
Week of December 4th



Week of November 27th



Week of December 11th



Notes

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- Use of these runways is voluntary, pilots are encouraged to use designated nighttime preferential runways.
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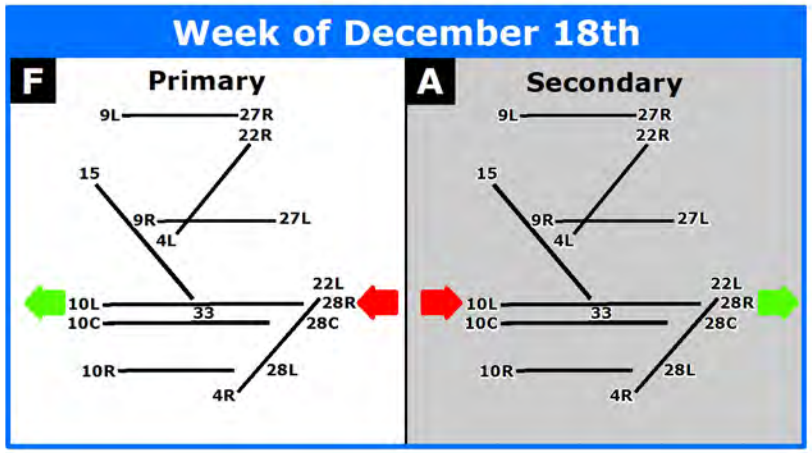
Arrival
Departure

9/15/2016

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.
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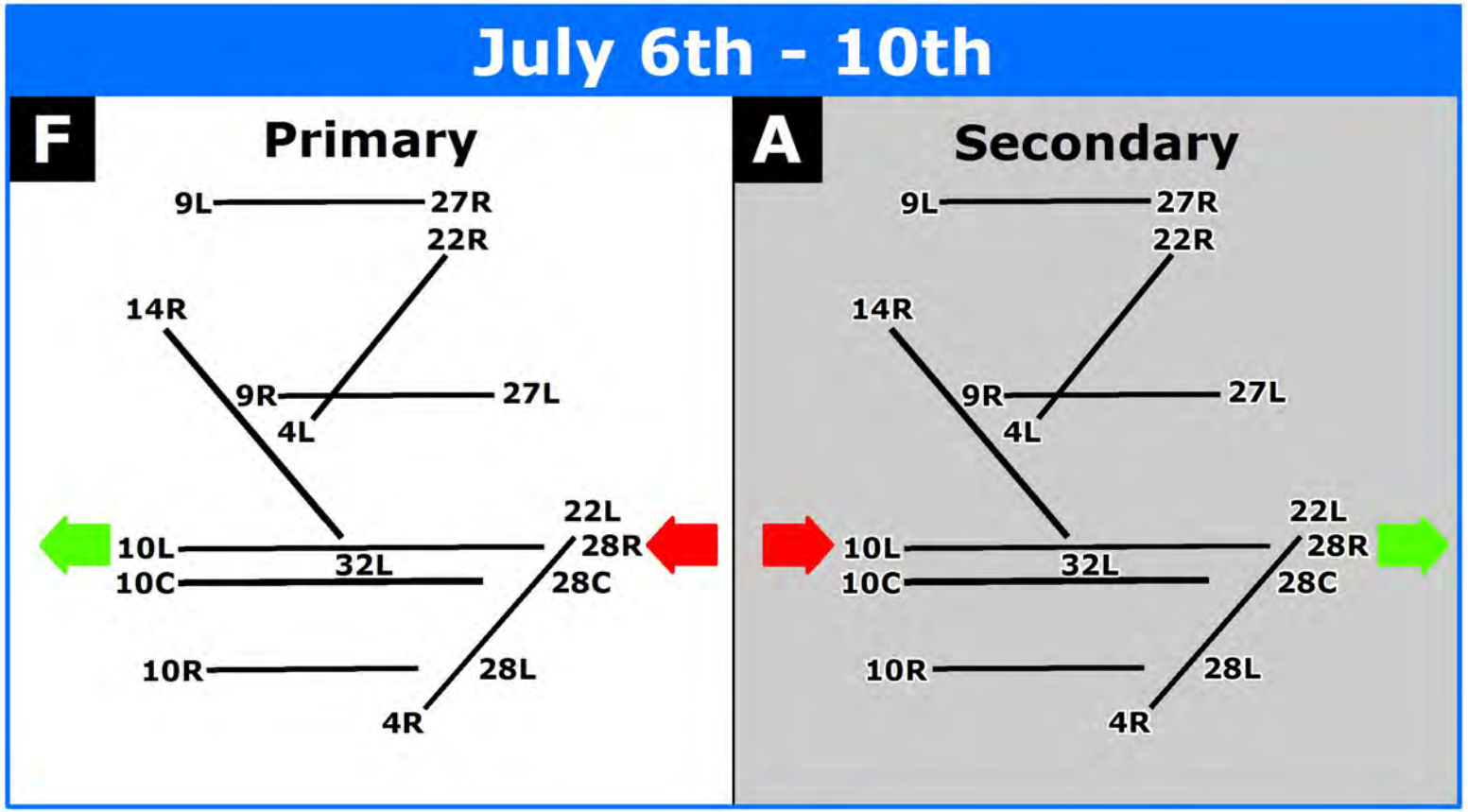
Arrival
Departure

9/15/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 1)

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.
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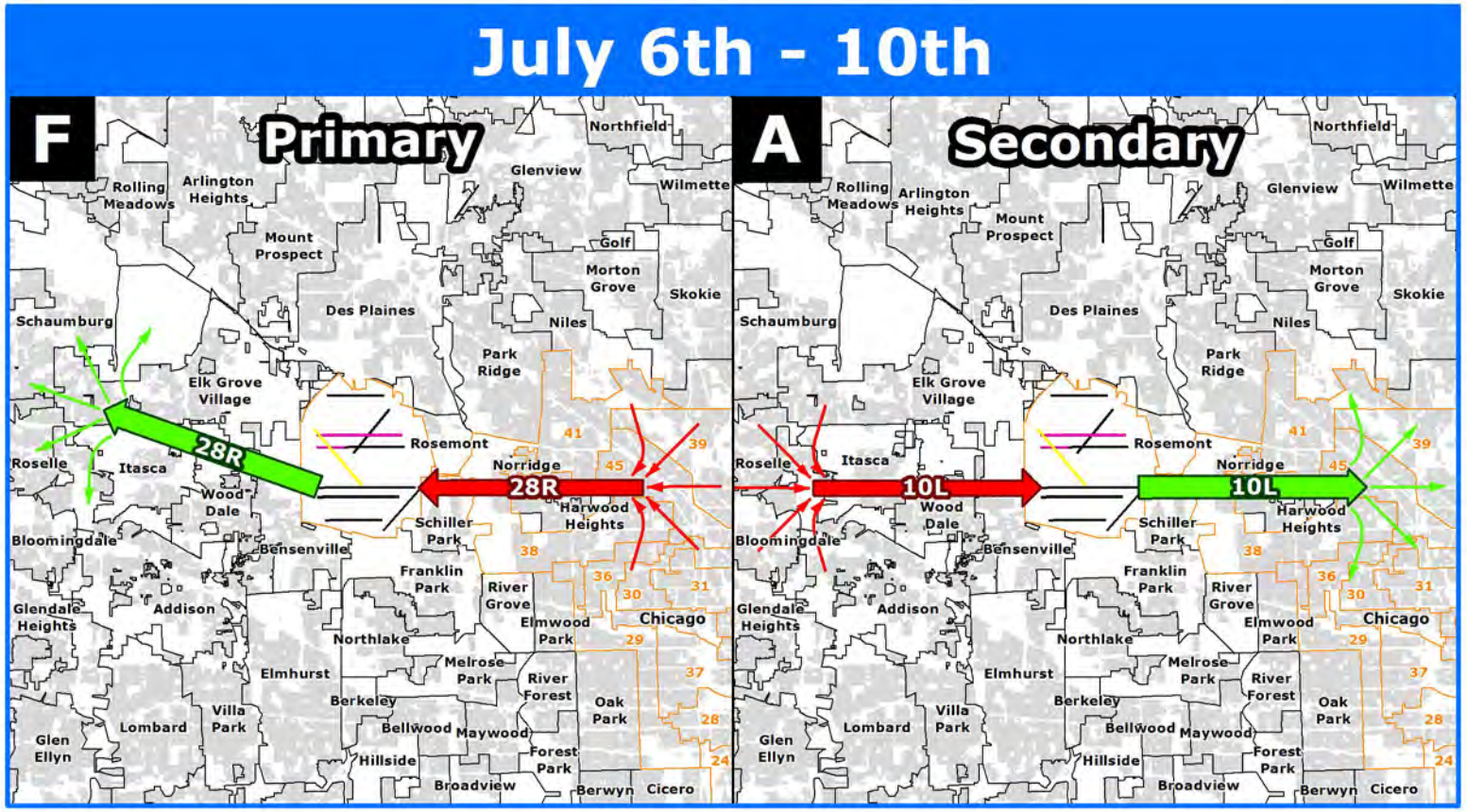
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 1)

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.
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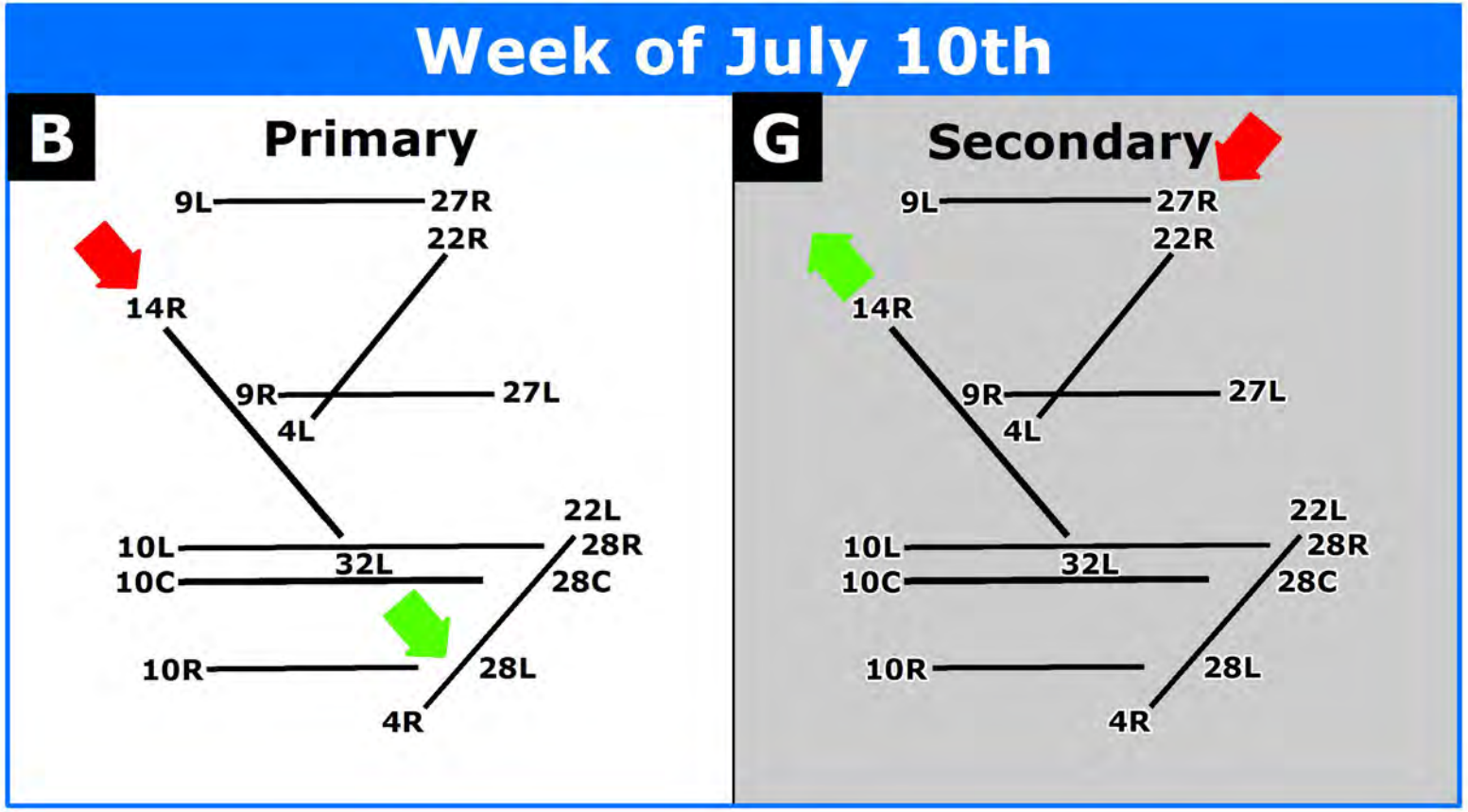
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 2)

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.

Week of July 10th



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.
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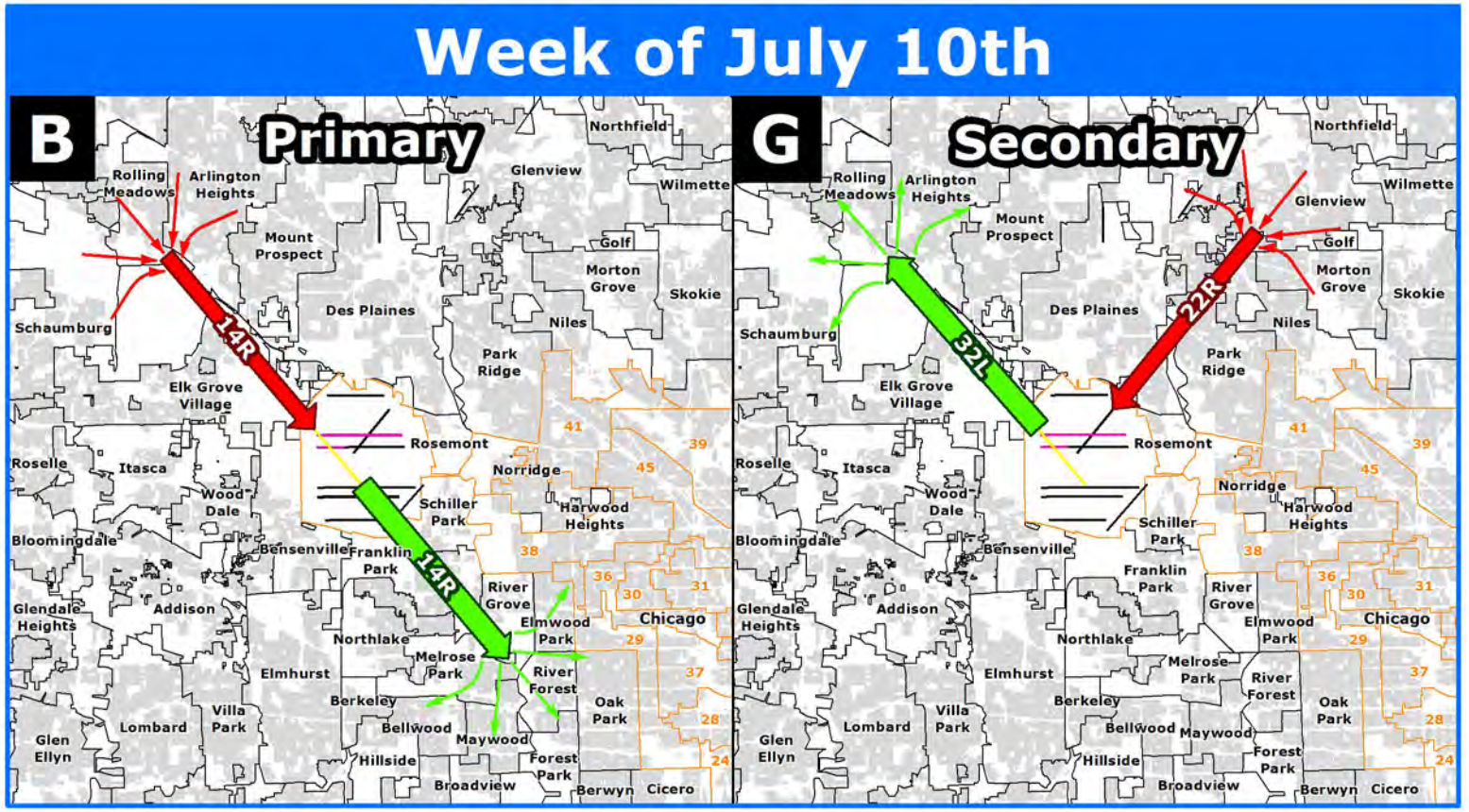
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 2)

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

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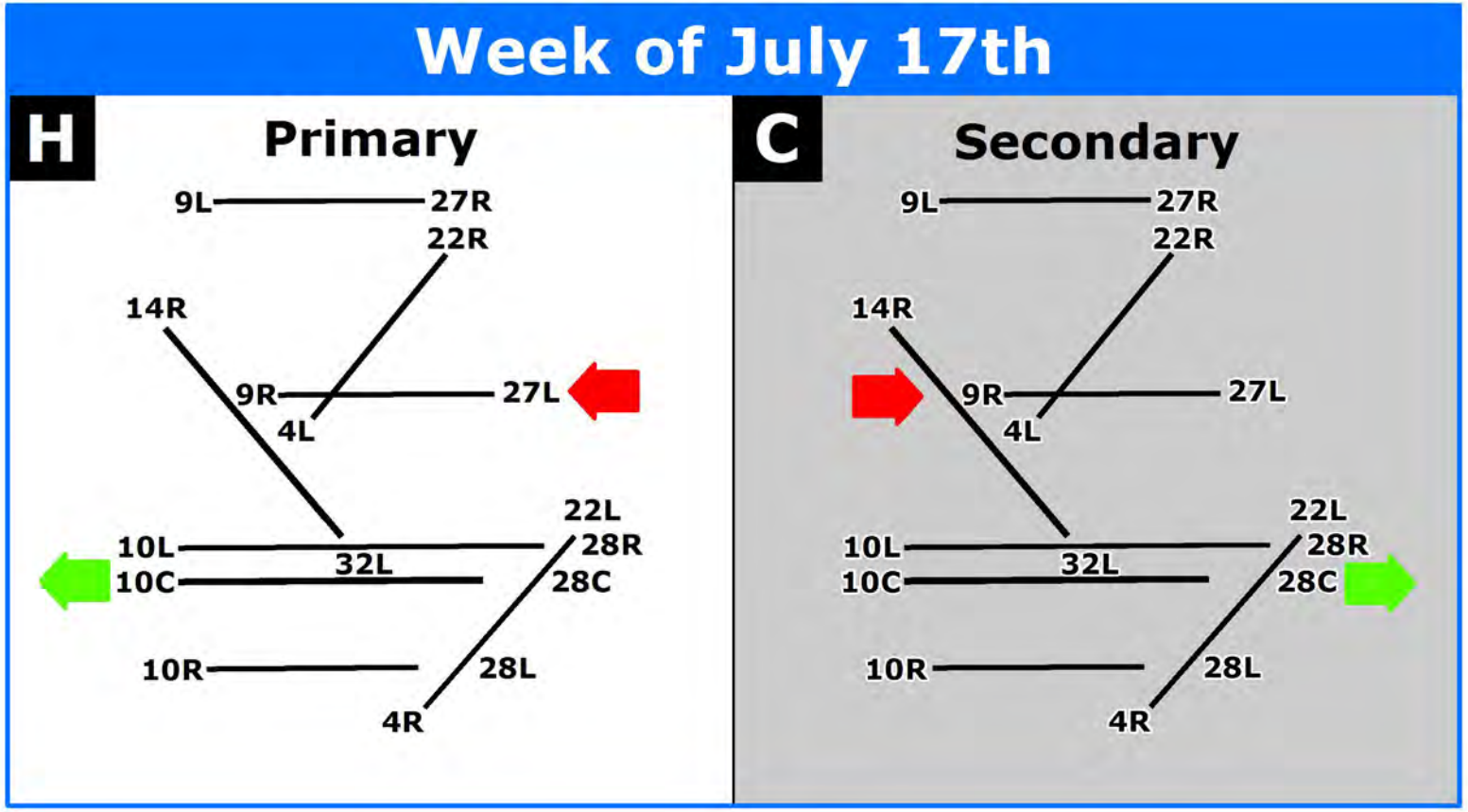
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 3)

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.

Week of July 17th



Notes

- 2016 Runway Rotation Test
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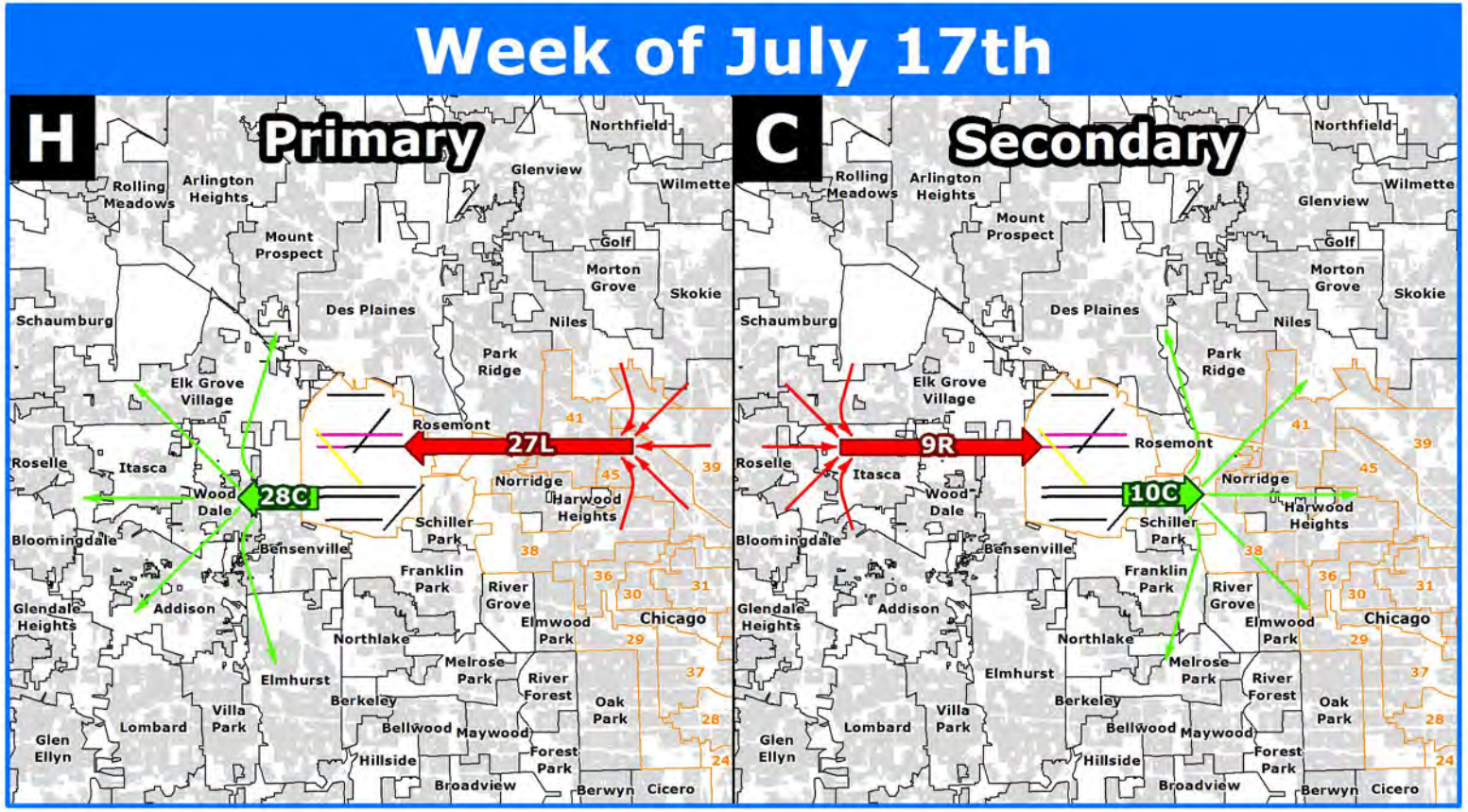
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 3)

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

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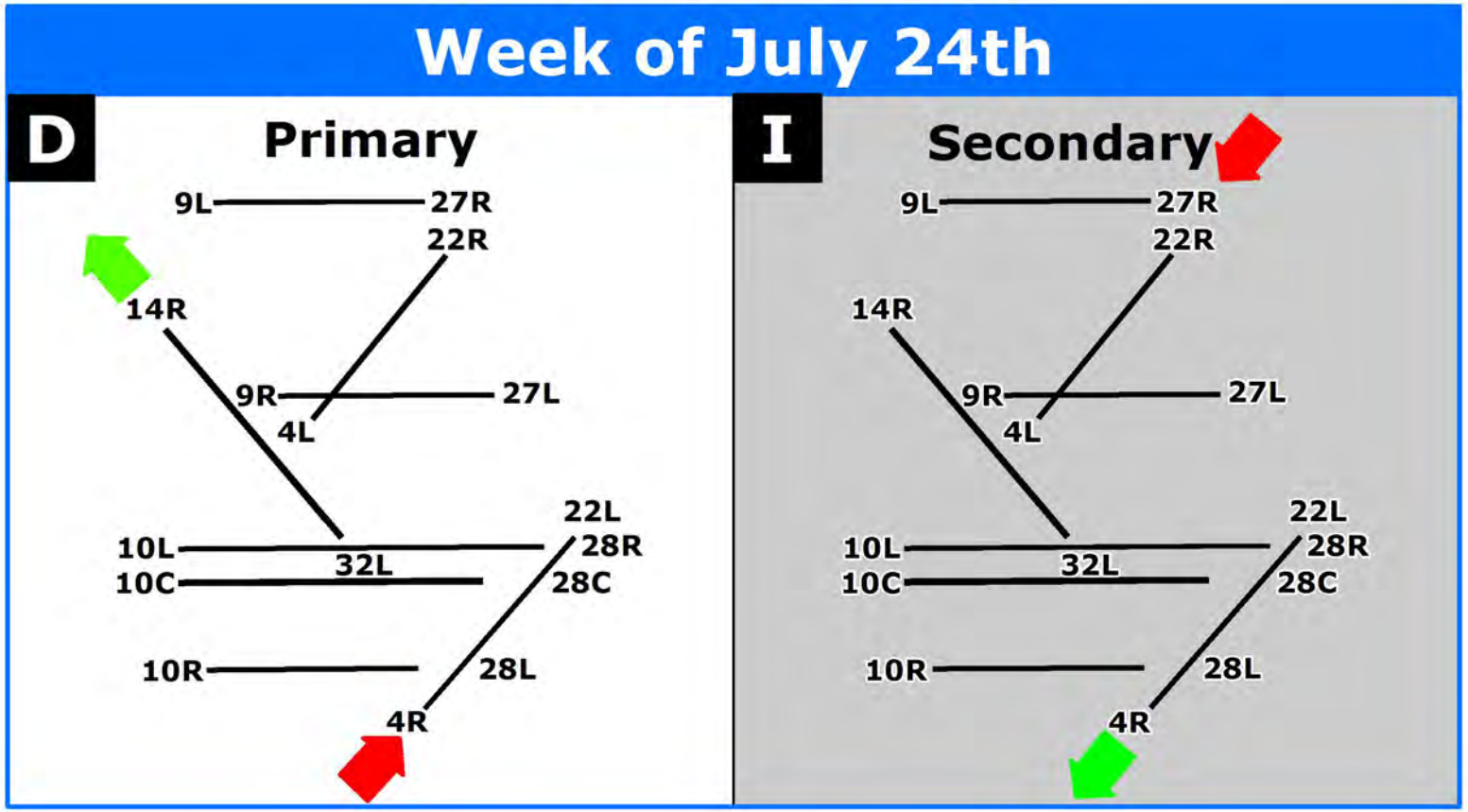
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 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.

Week of July 24th



Notes

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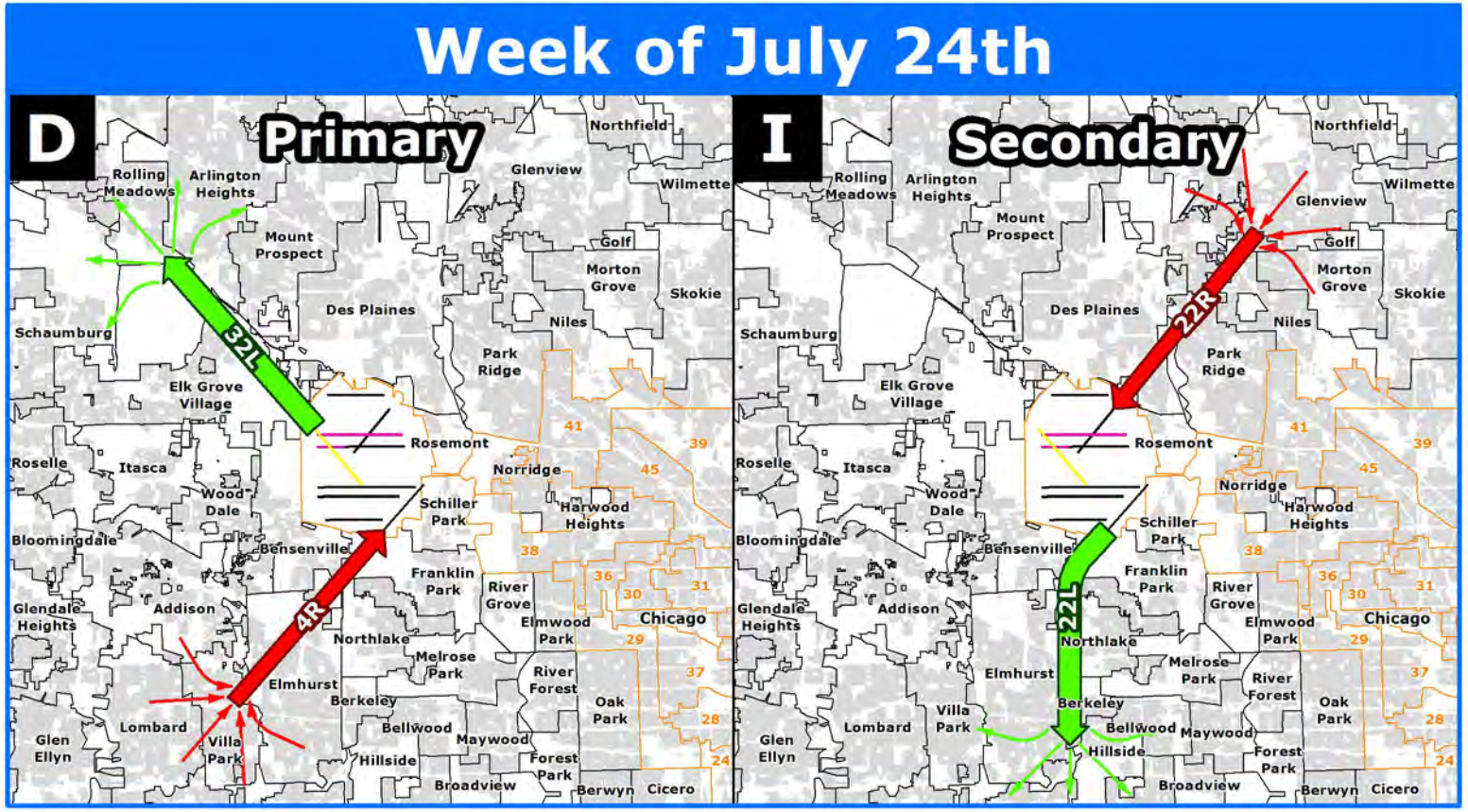
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 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

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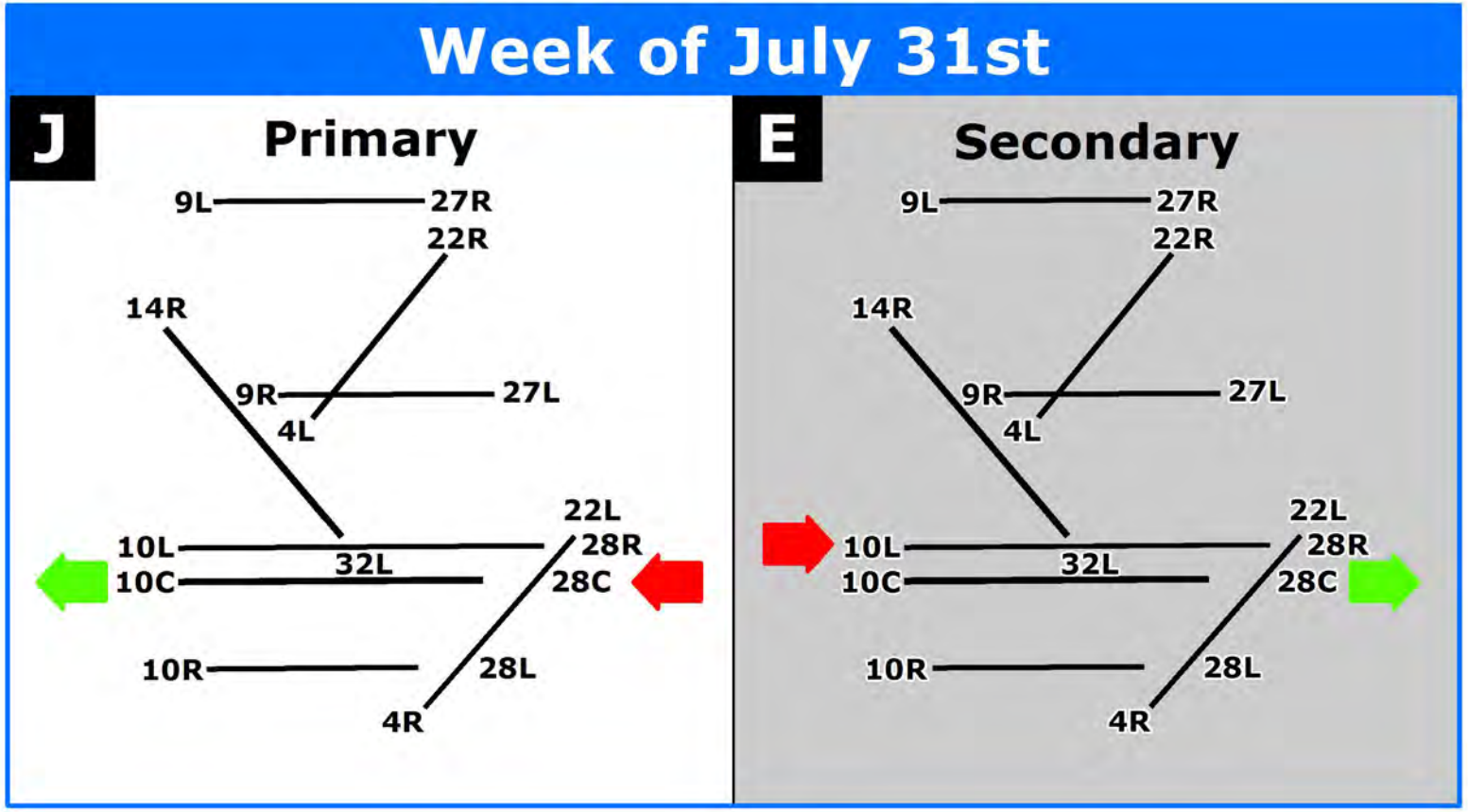
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 5)

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.

Week of July 31st



Notes

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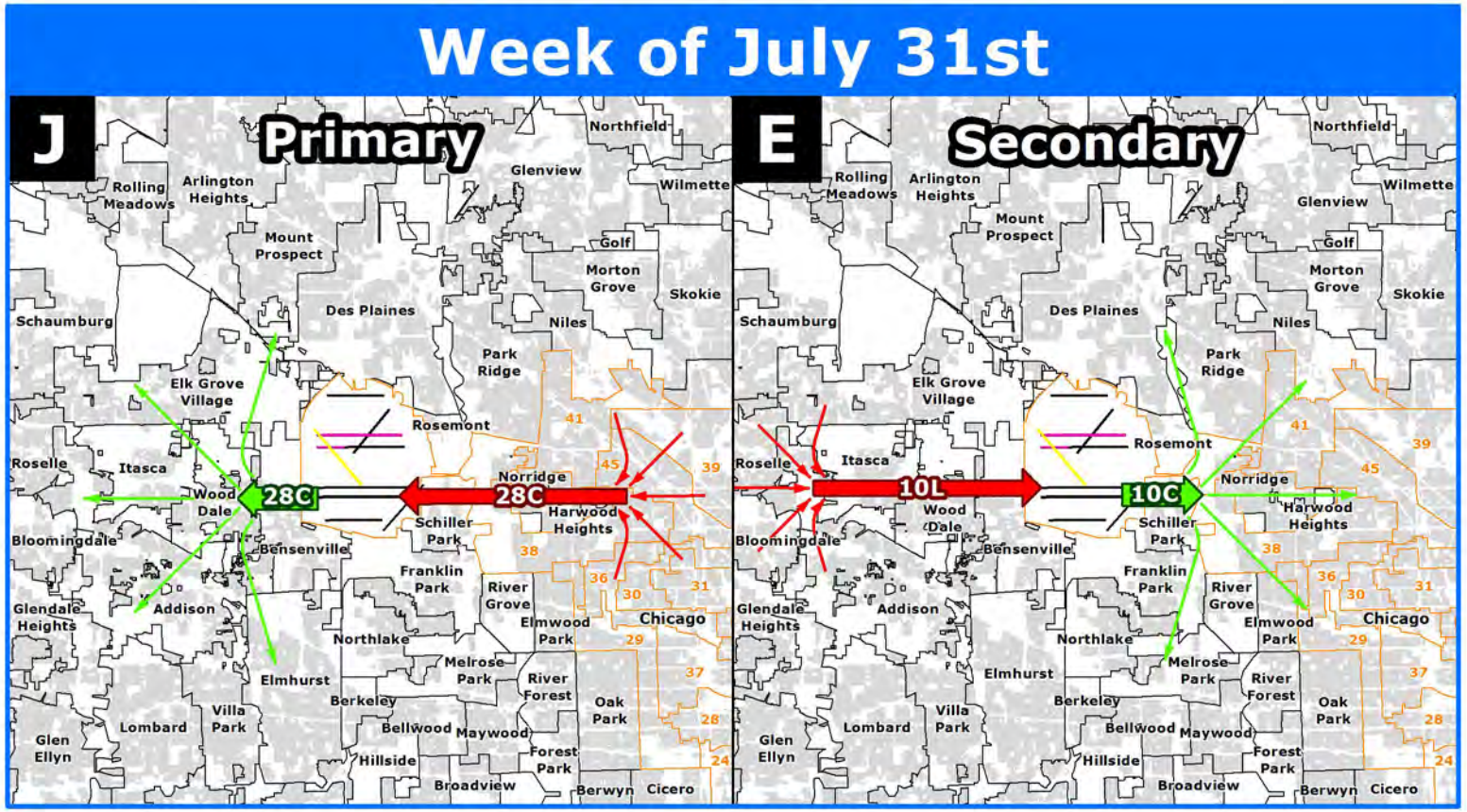
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 5)

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

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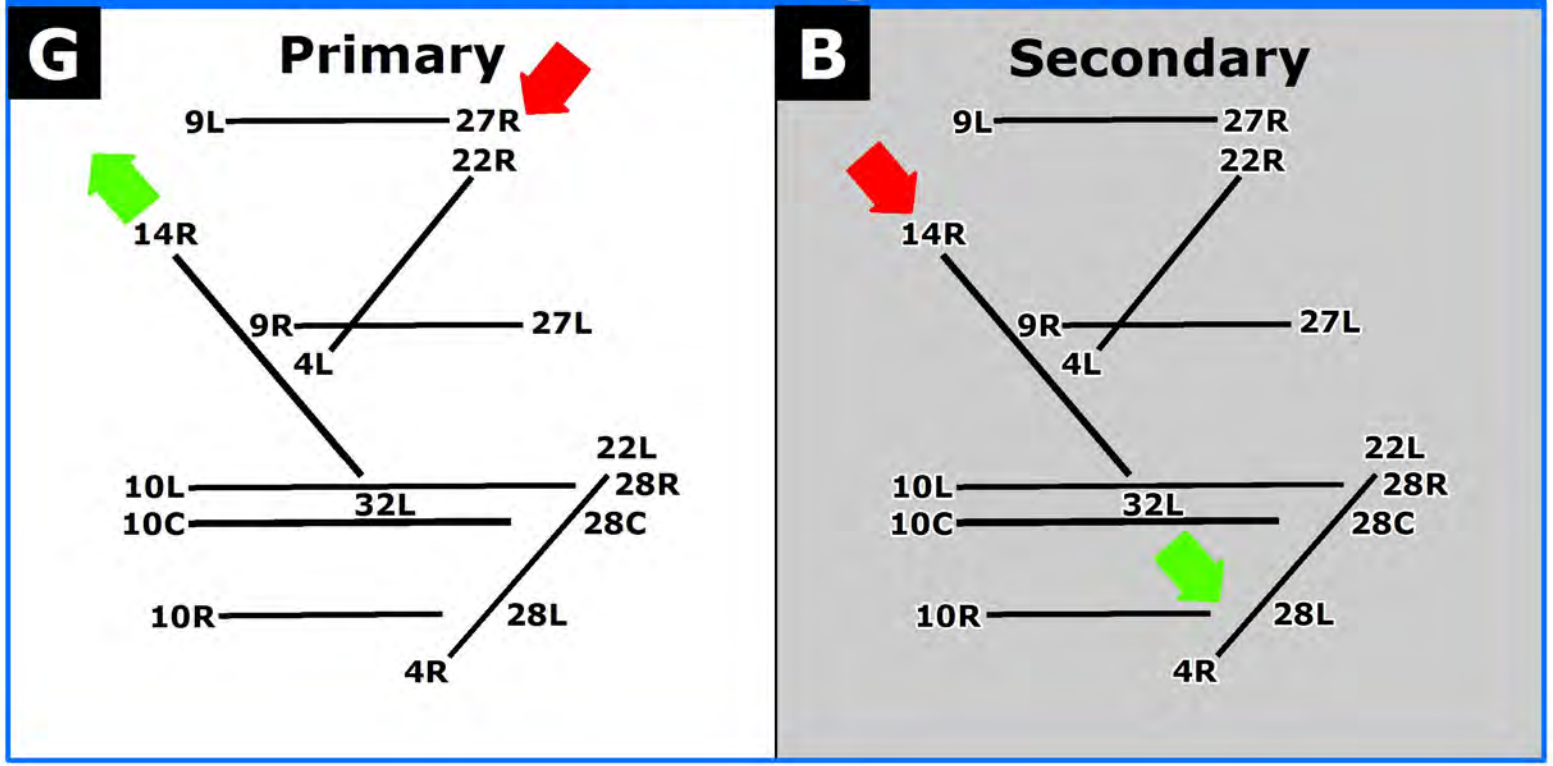
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 6)

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.

Week of August 7th



Notes

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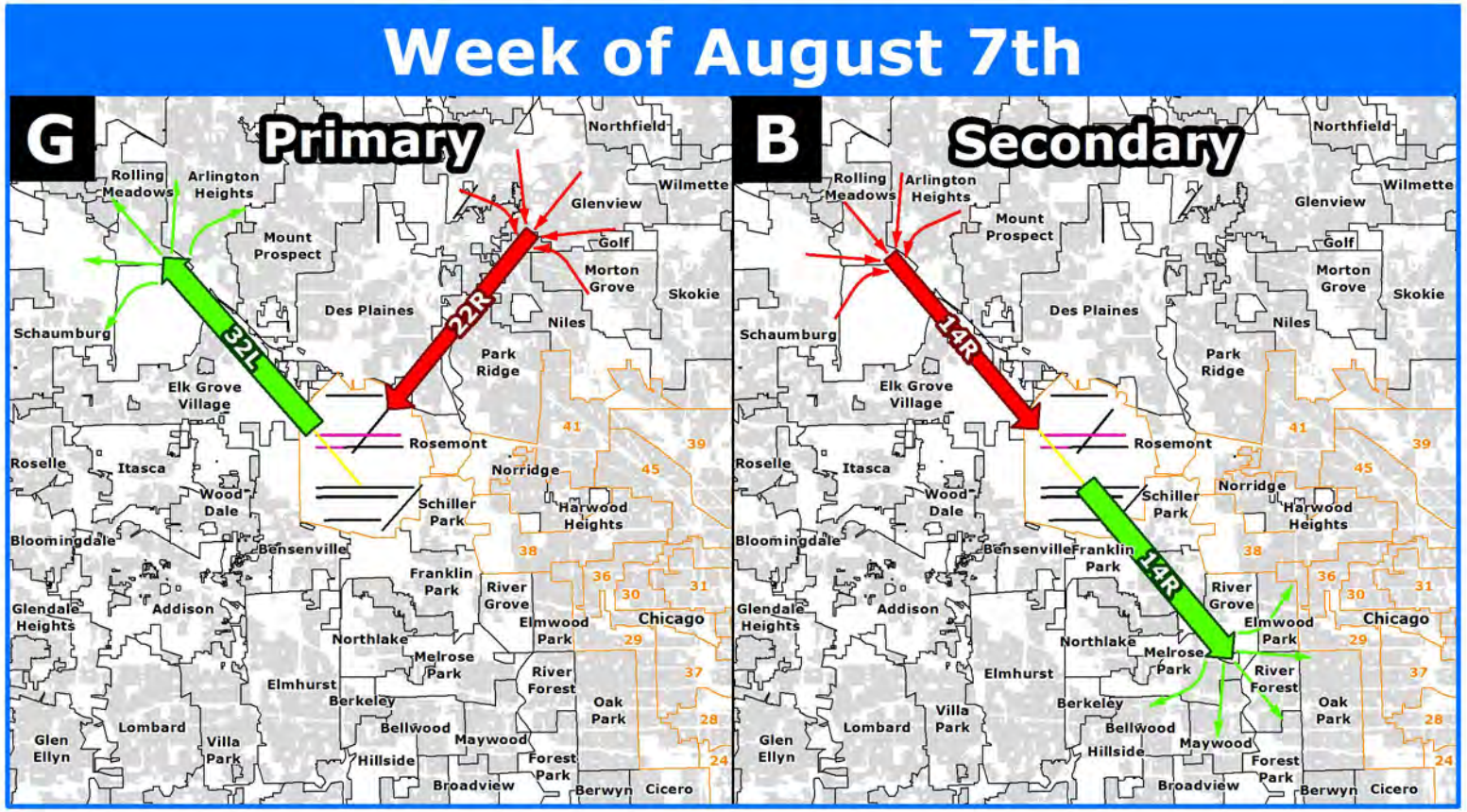
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 6)

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

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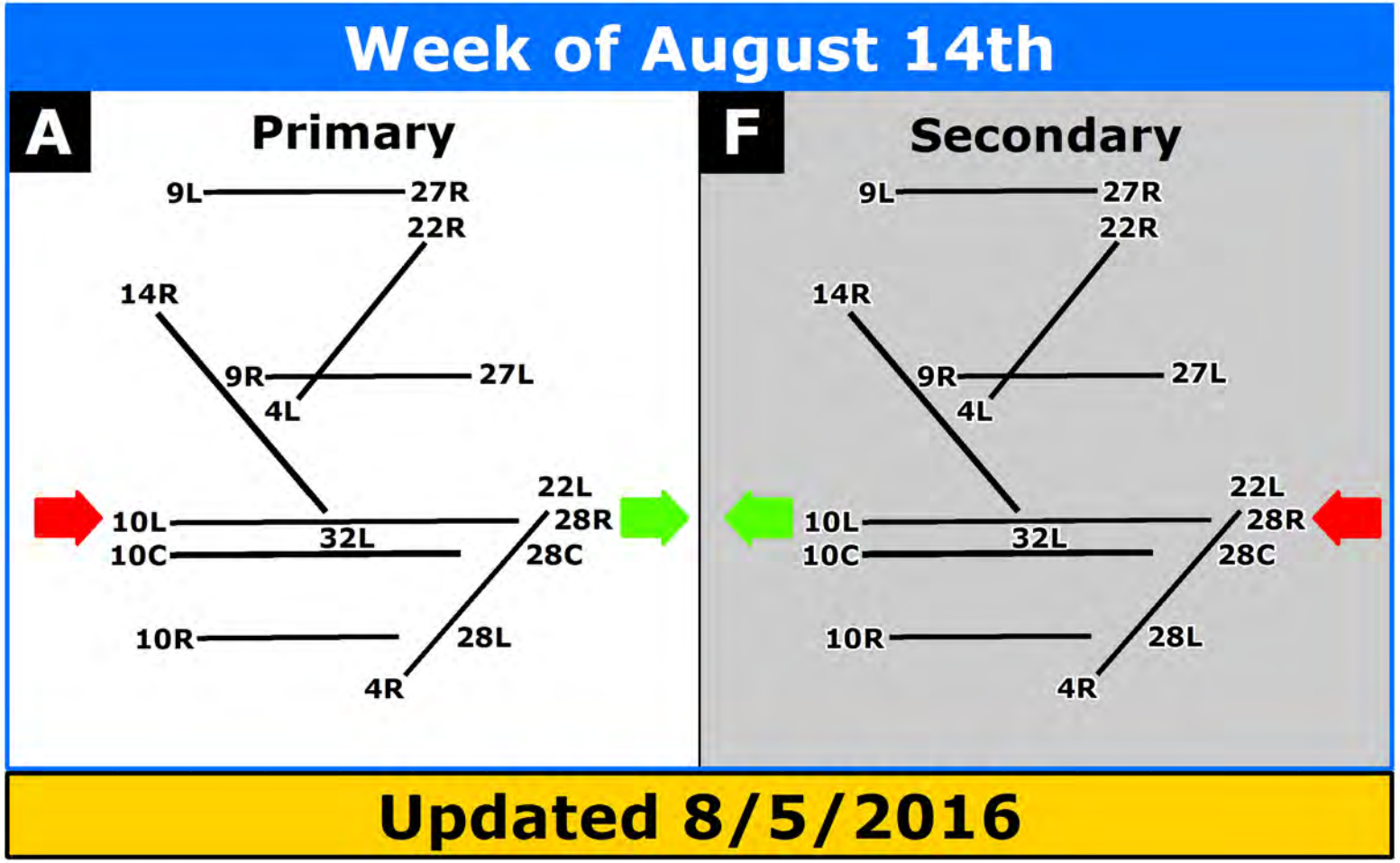
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 7)

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.

Week of August 14th



Updated 8/5/2016

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.
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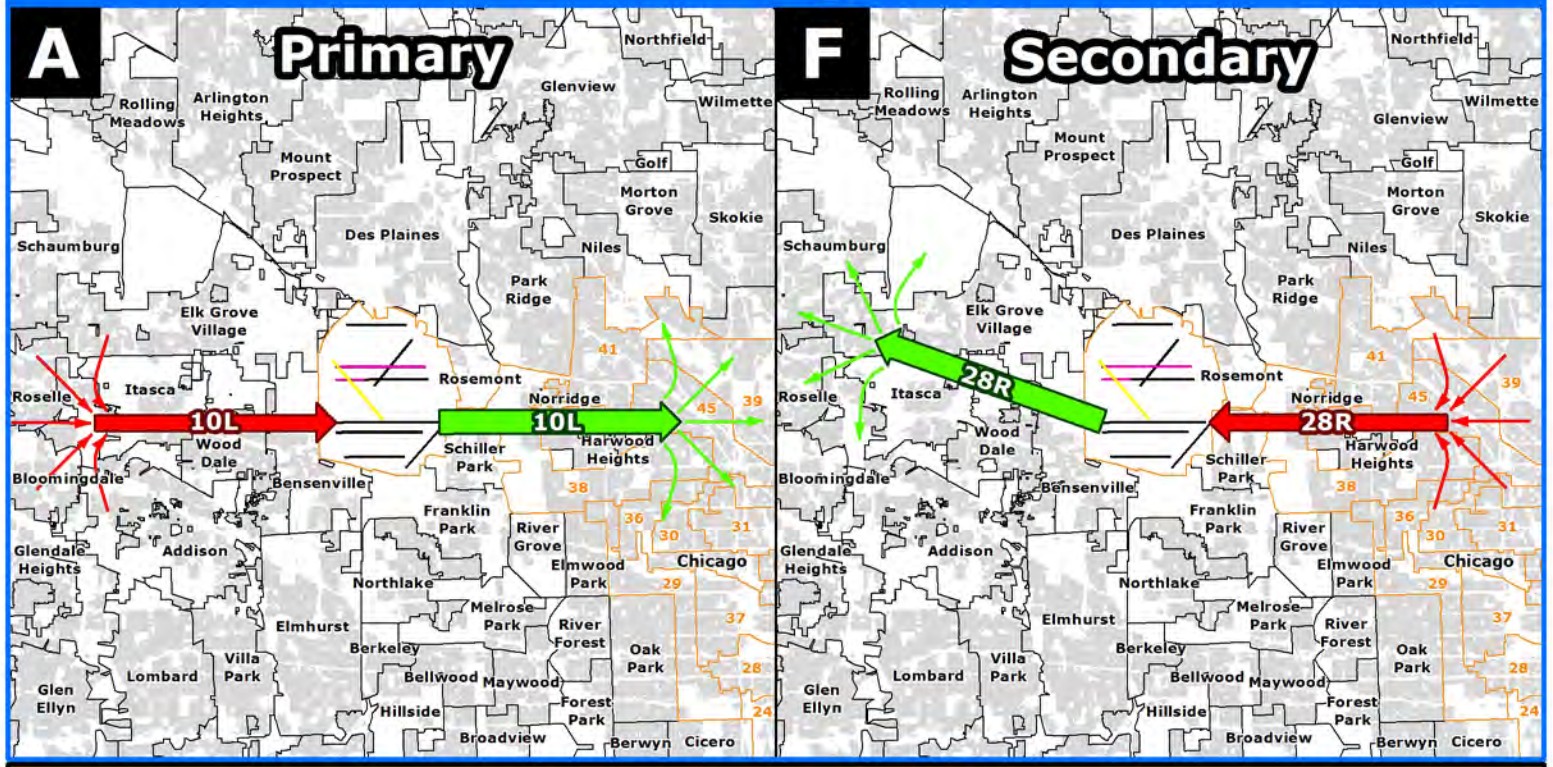
Arrival
Departure

8/5/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 7)

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.

Week of August 14th



Updated 8/5/2016

Notes

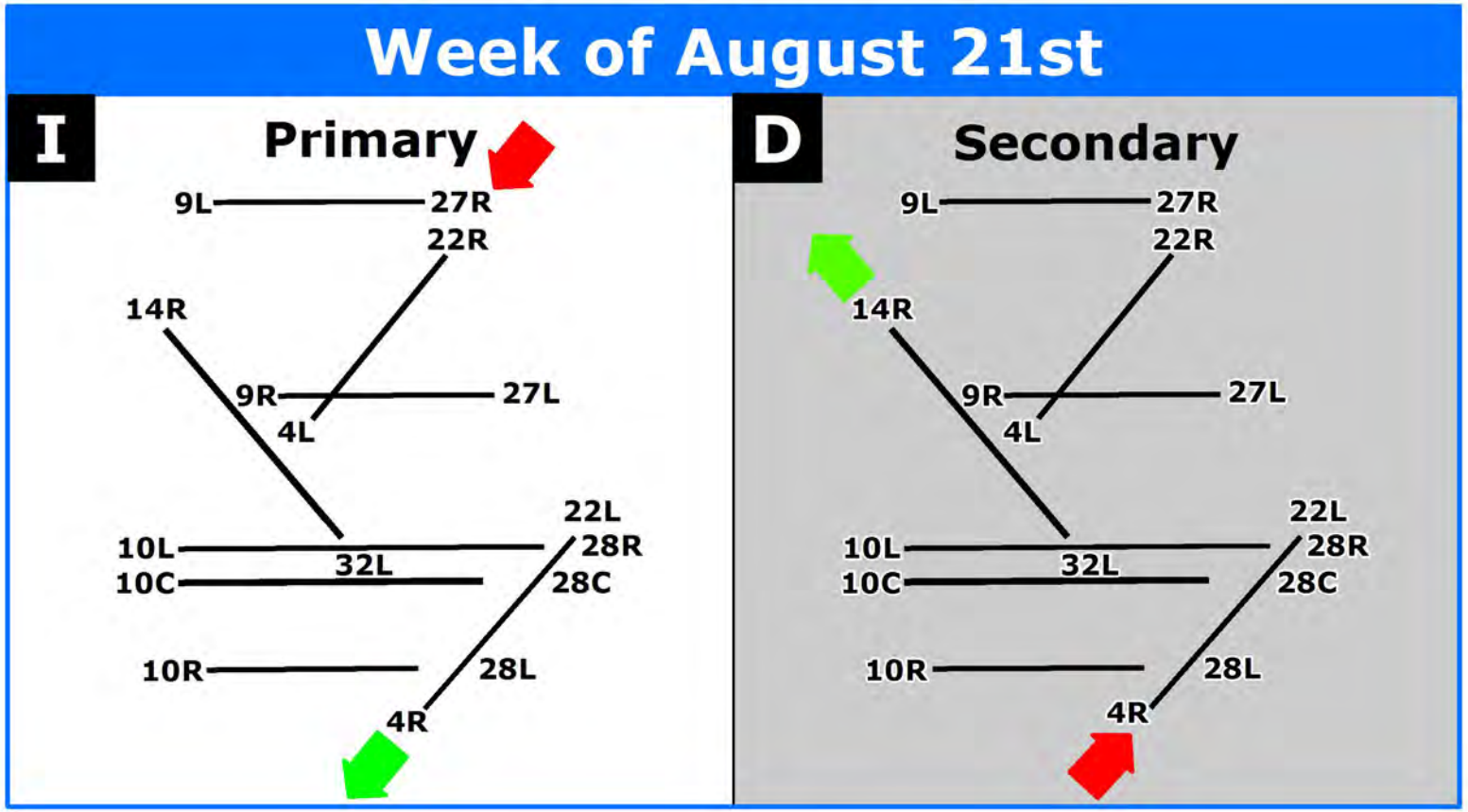
- 2016 Runway Rotation Test
- Use of these runways is voluntary, pilots are encouraged to use designated nighttime preferential runways.
- Runway 10L/28R, if closed for noise abatement, would be made available for flights that require additional runway length after operator coordination, at a minimum 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.

Arrival
Departure

8/5/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 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

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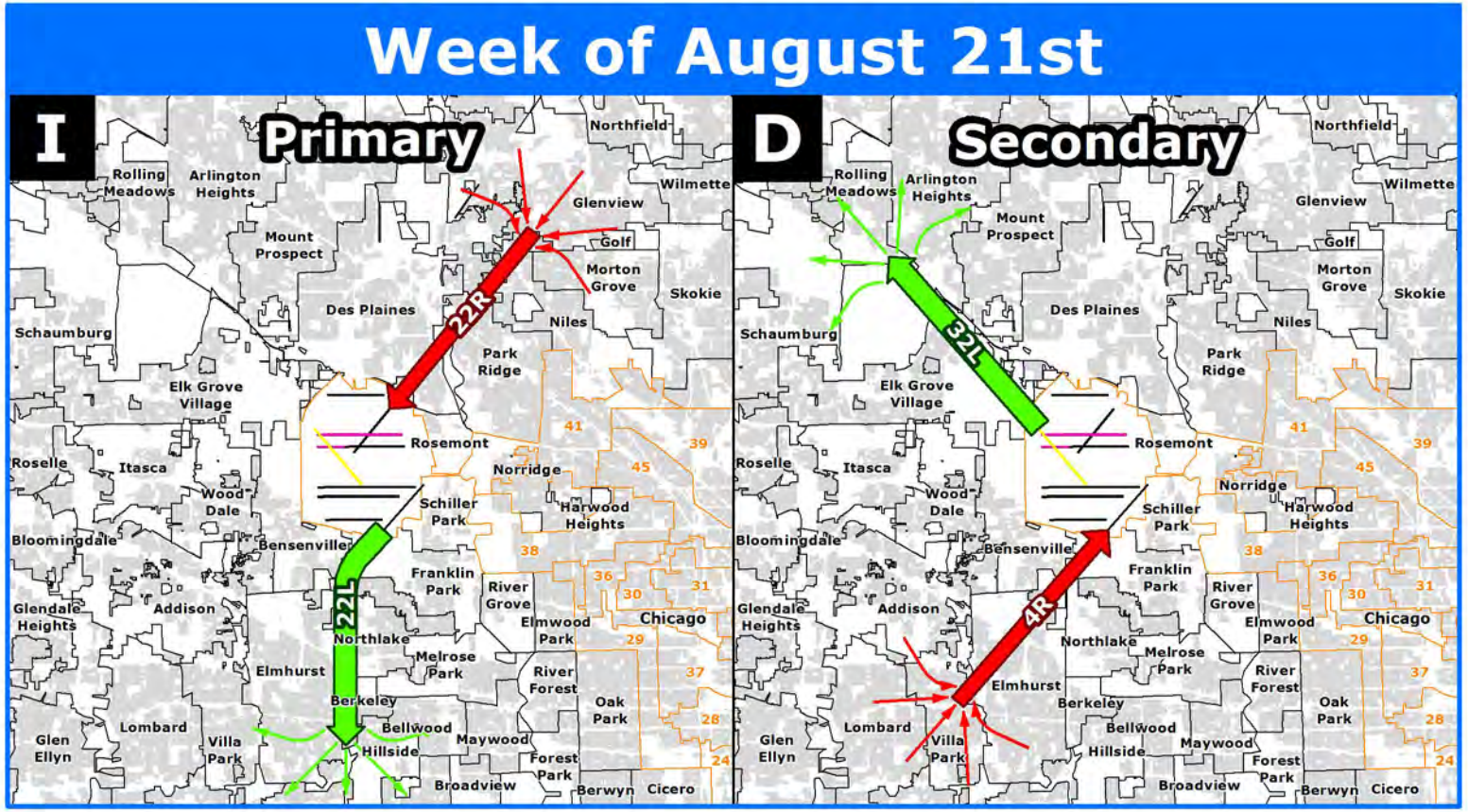
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 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

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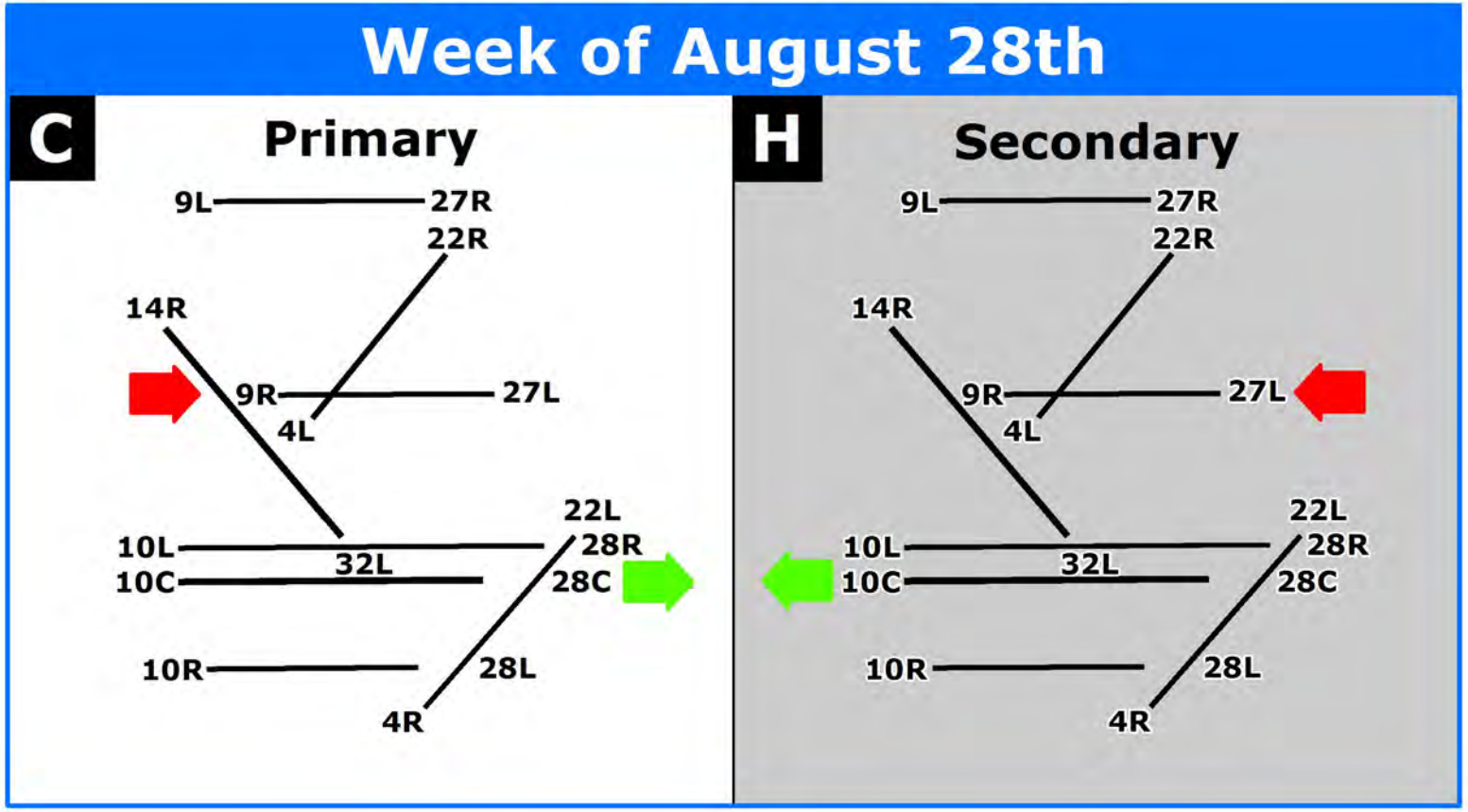
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 9)

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.

Week of August 28th



Notes

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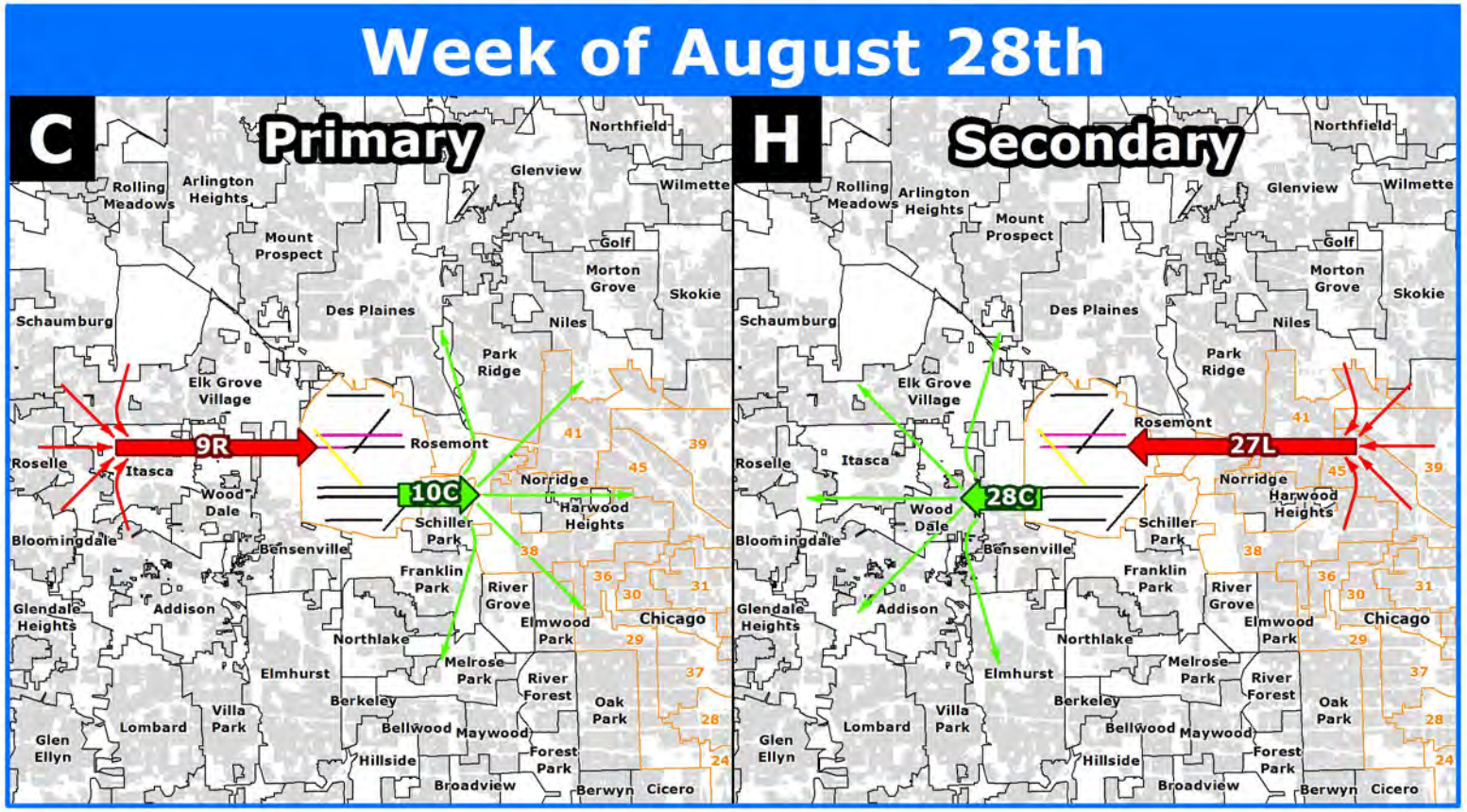
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 9)

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

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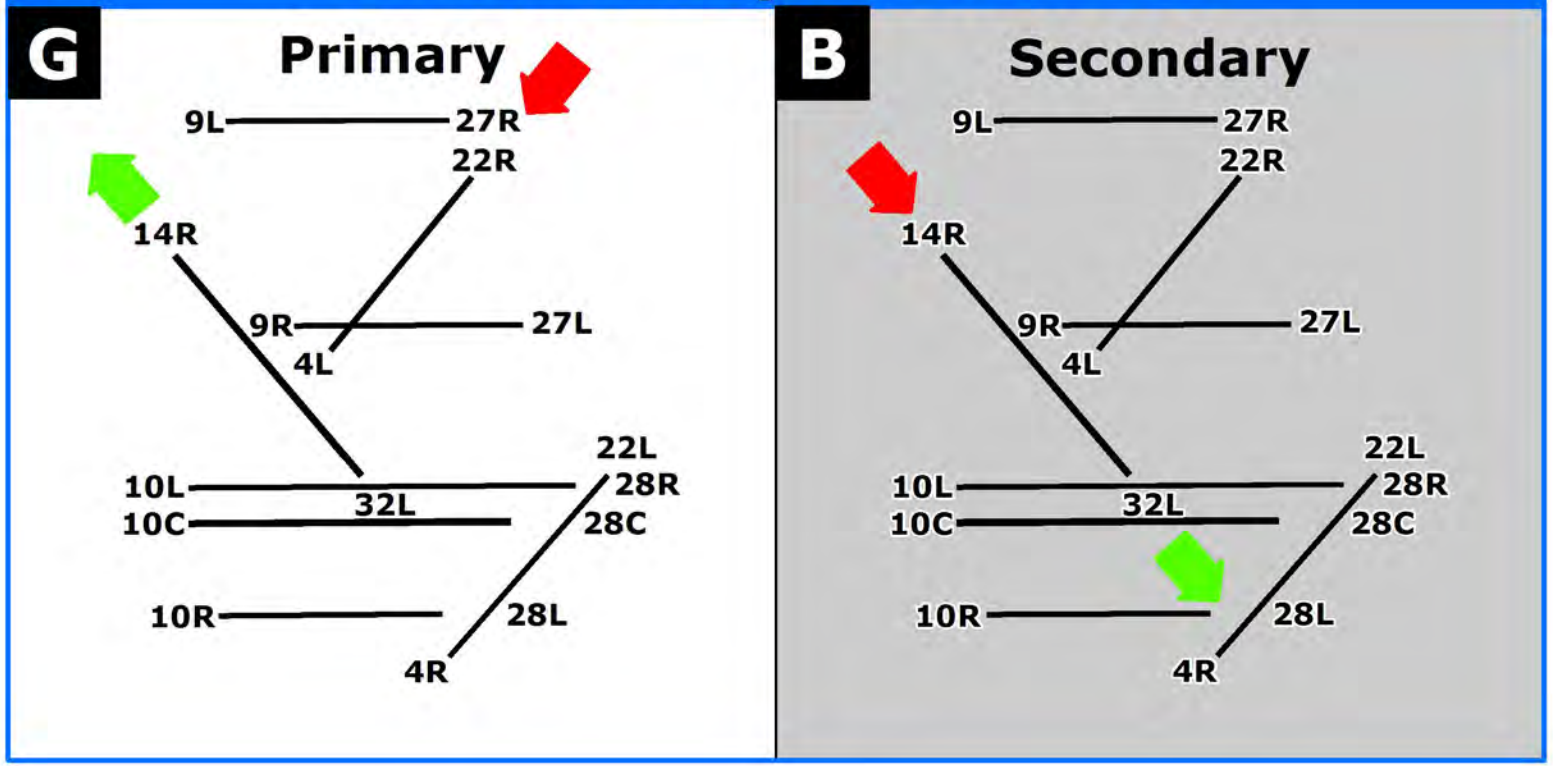
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 10)

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.

Week of September 4th



Notes

- 2016 Runway Rotation Test
- Use of these runways is voluntary, pilots are encouraged to use designated nighttime preferential runways.
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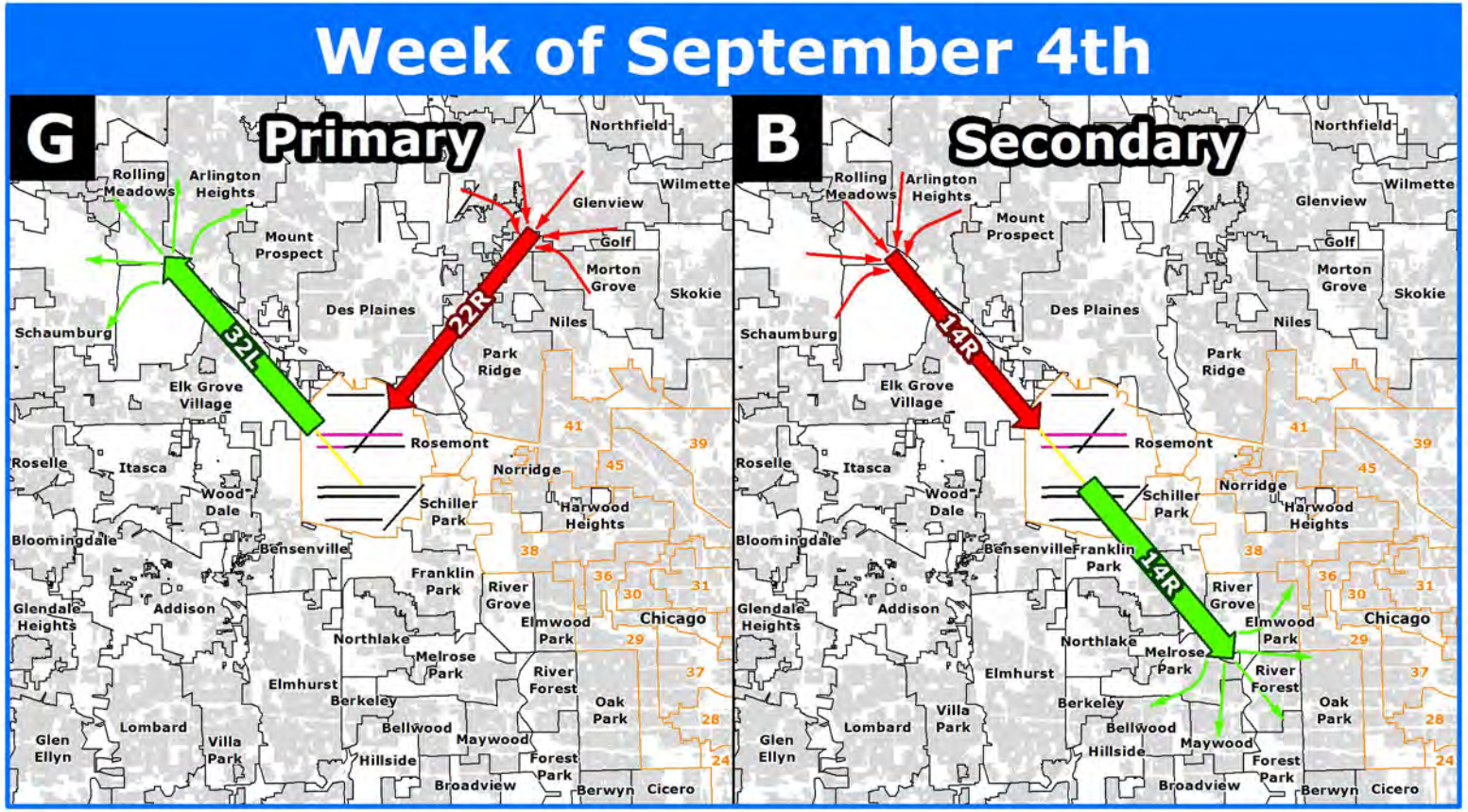
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 10)

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

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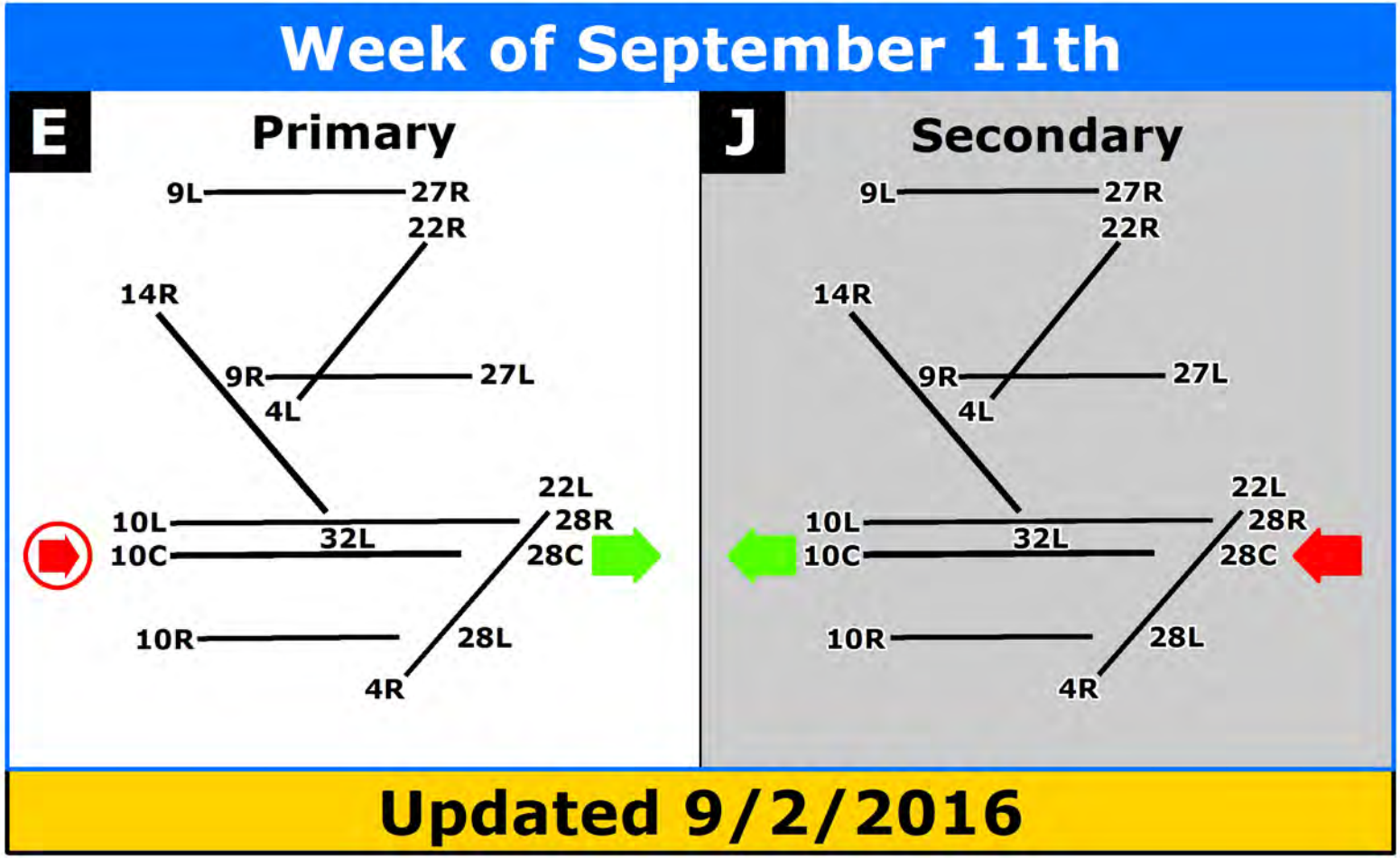
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 11)

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.

Week of September 11th



Updated 9/2/2016

Notes

- 2016 Runway Rotation Test
- Use of these runways is voluntary, pilots are encouraged to use designated nighttime preferential runways.
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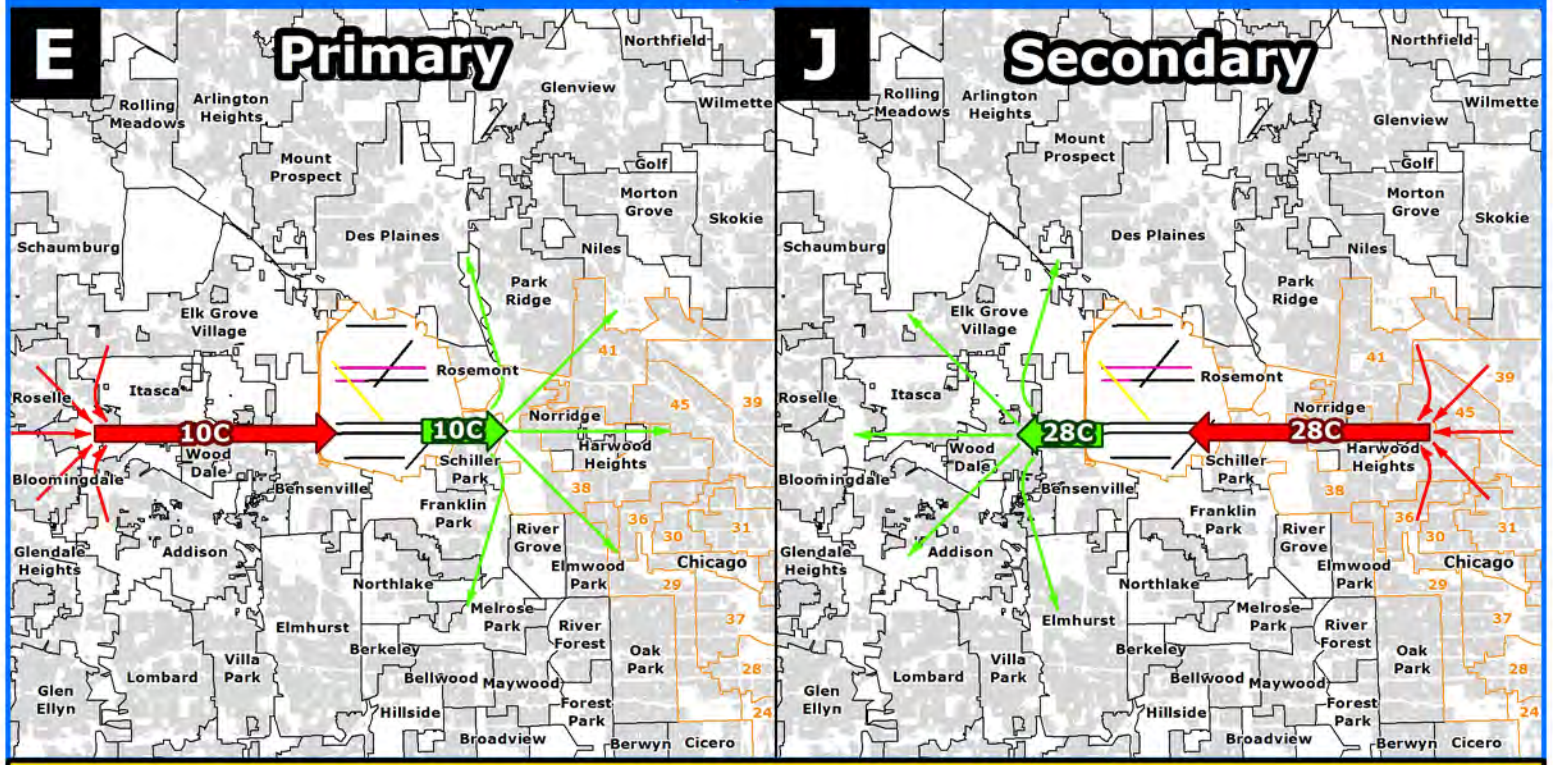
Arrival
Departure
Arrival Construction Alternative

9/2/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 11)

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.

Week of September 11th



Updated 9/2/2016

Notes

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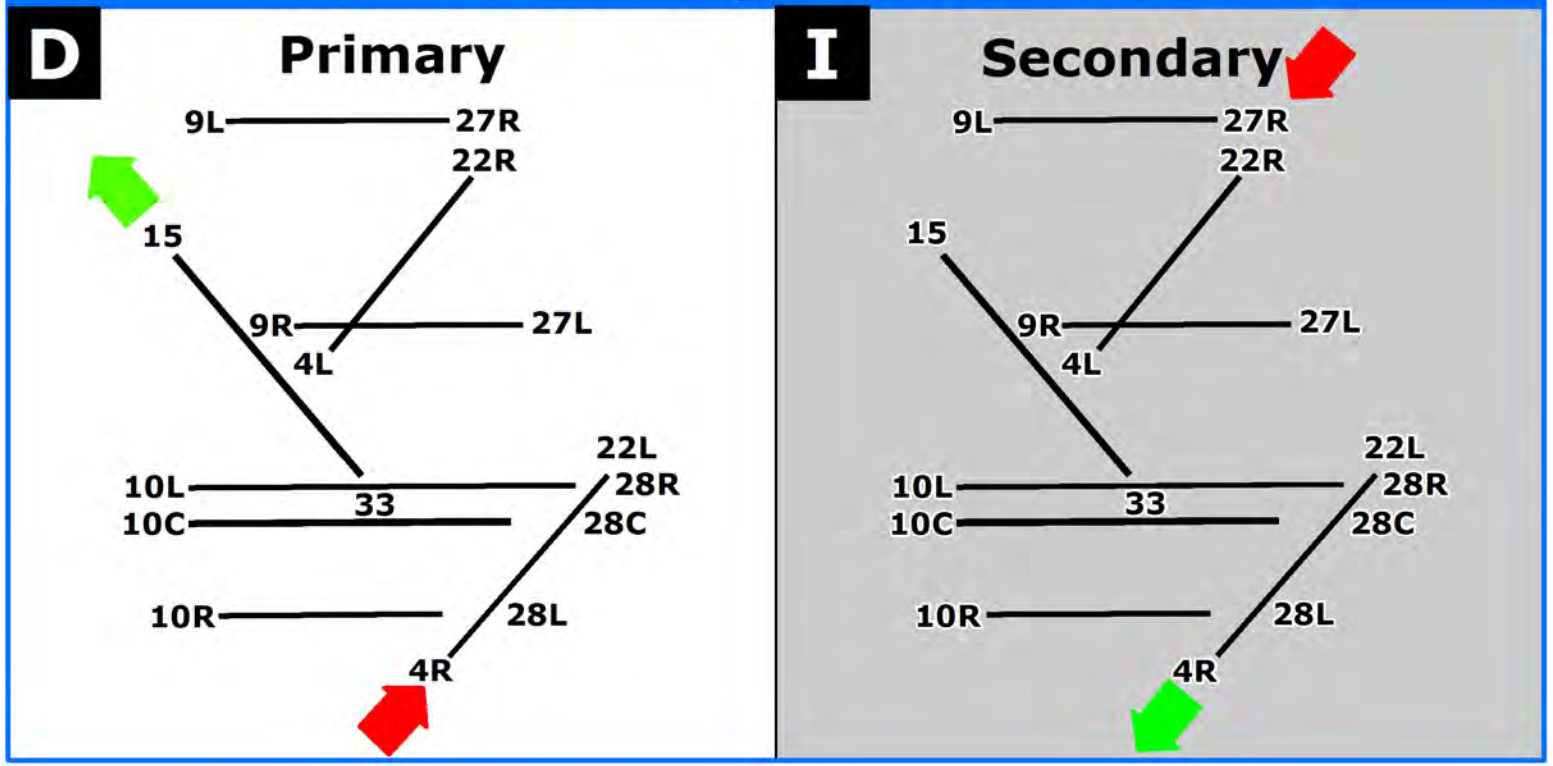
Arrival
Departure

9/2/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 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.

Week of September 18th



Notes

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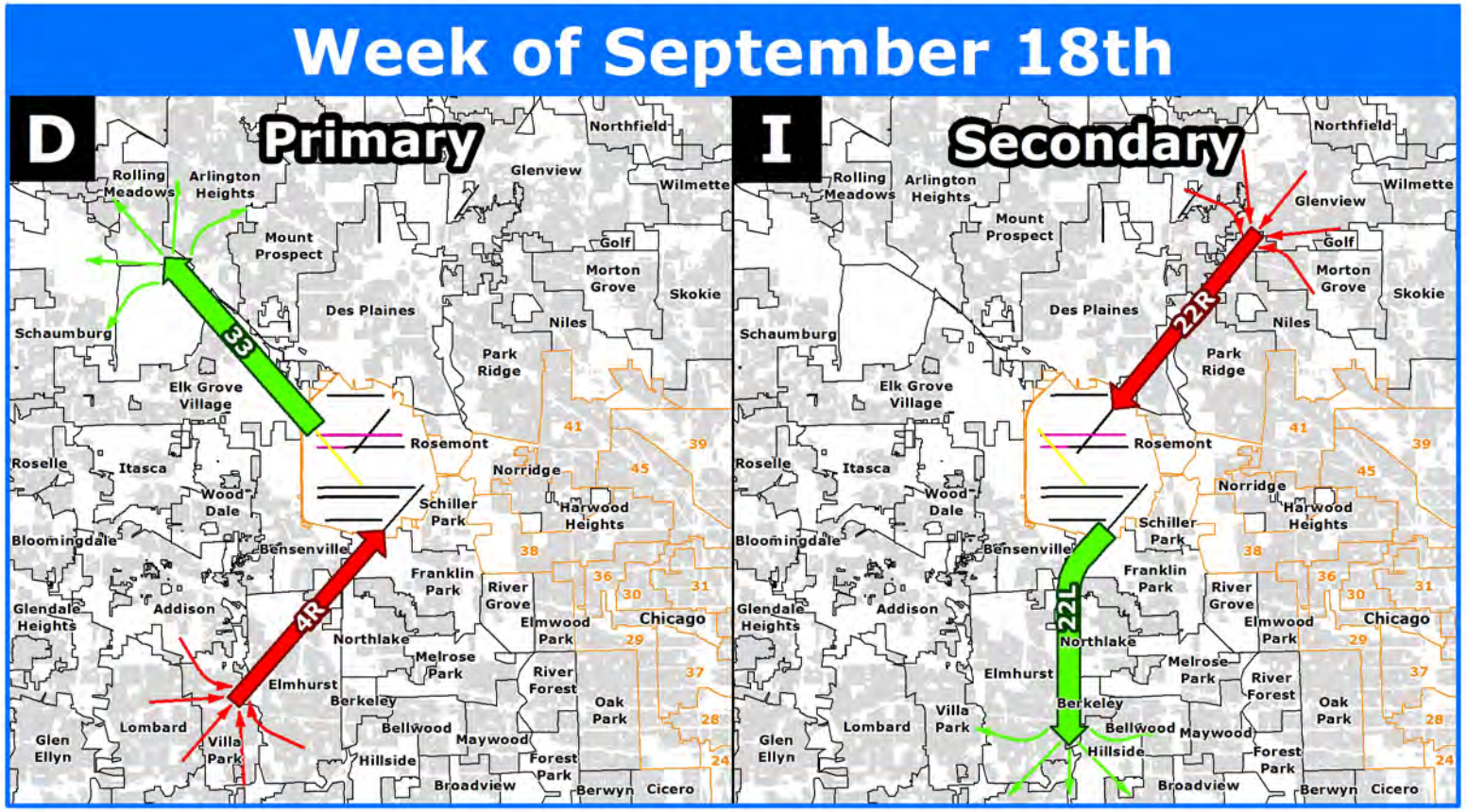
Arrival
Departure

9/15/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 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

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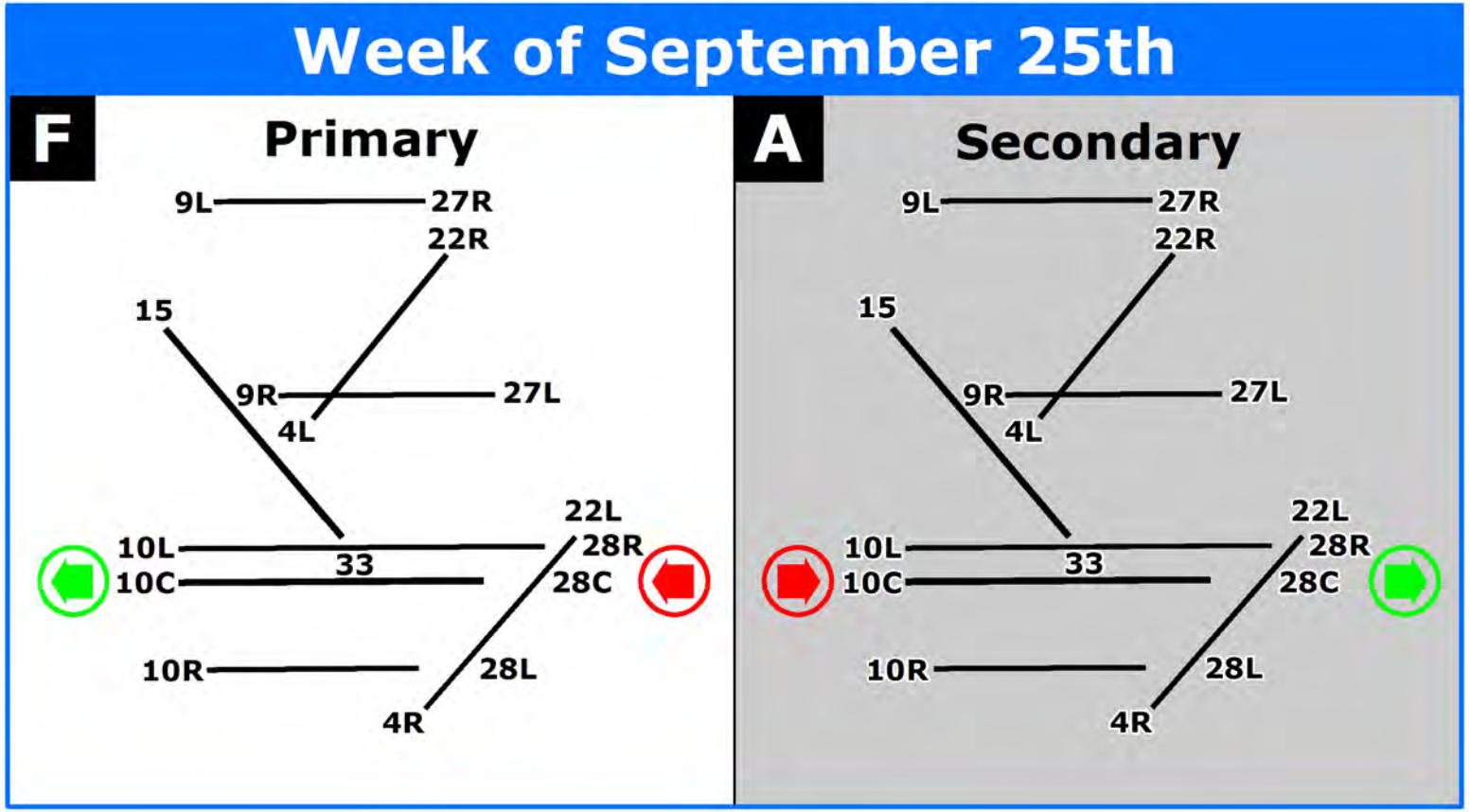
Arrival
Departure

9/15/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 13)

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.

Week of September 25th



Notes

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Arrival Construction Alternative

Departure Construction Alternative

9/15/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 13)

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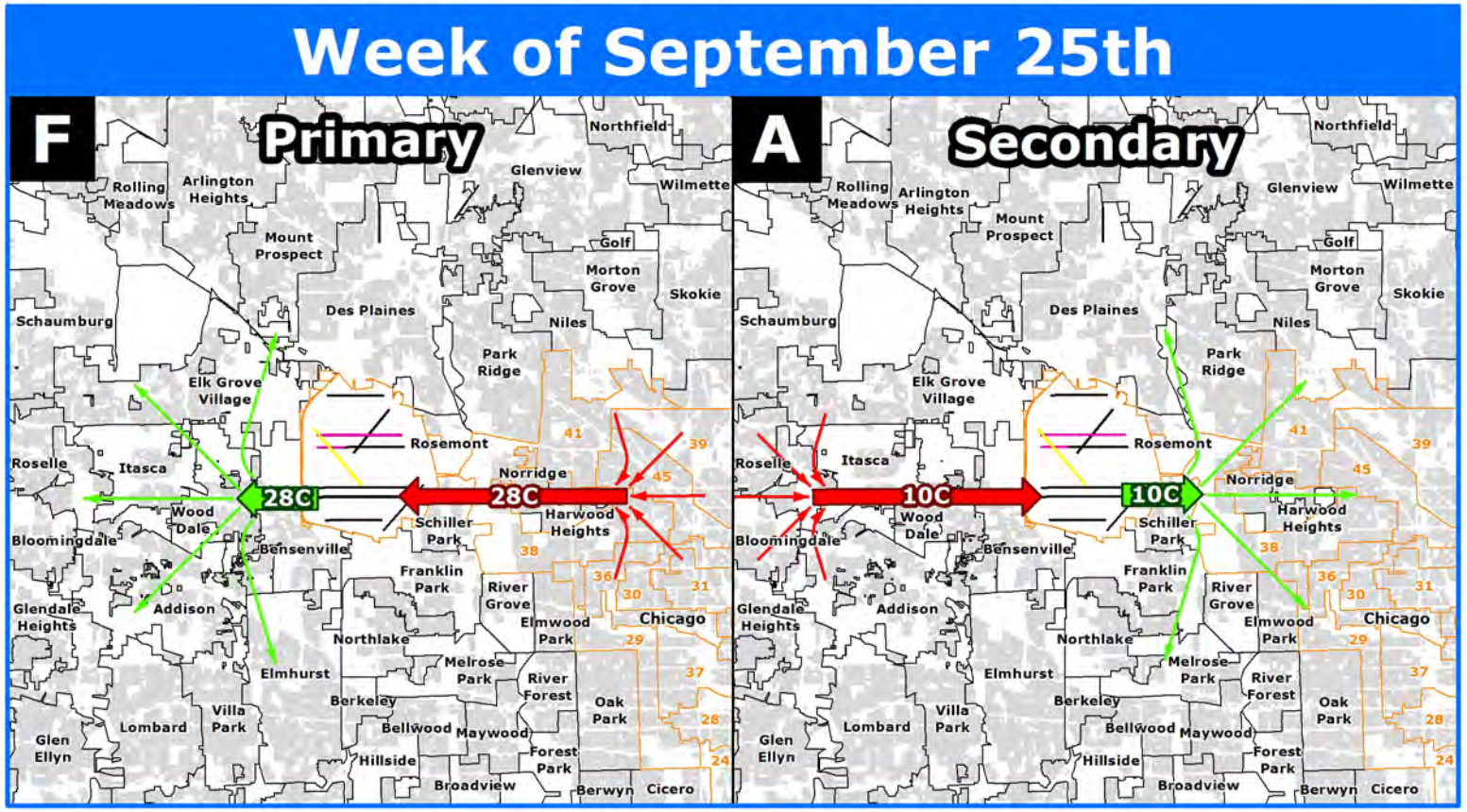

Notes

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Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 14)

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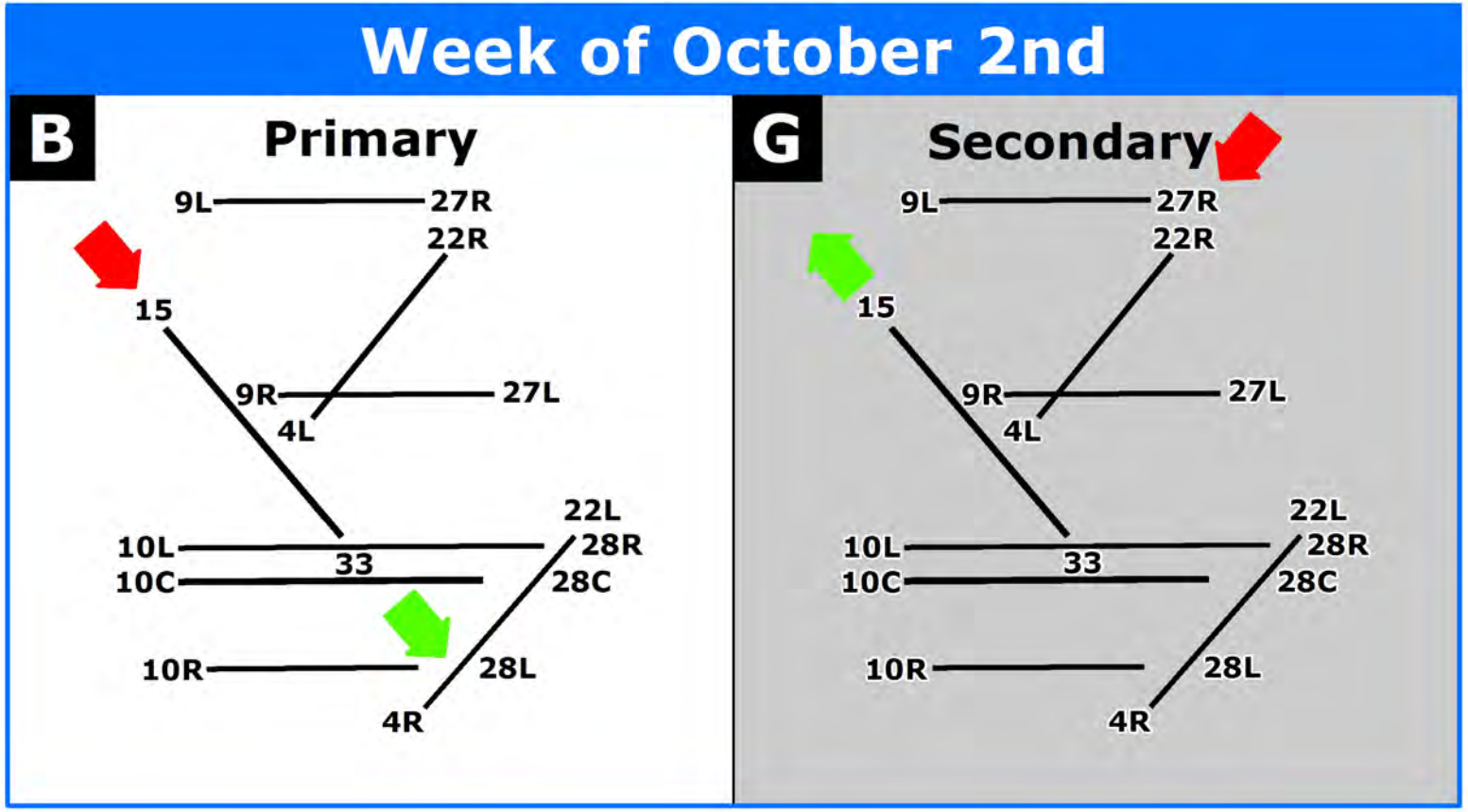
Week of October 2nd



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Arrival
Departure

9/15/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 14)

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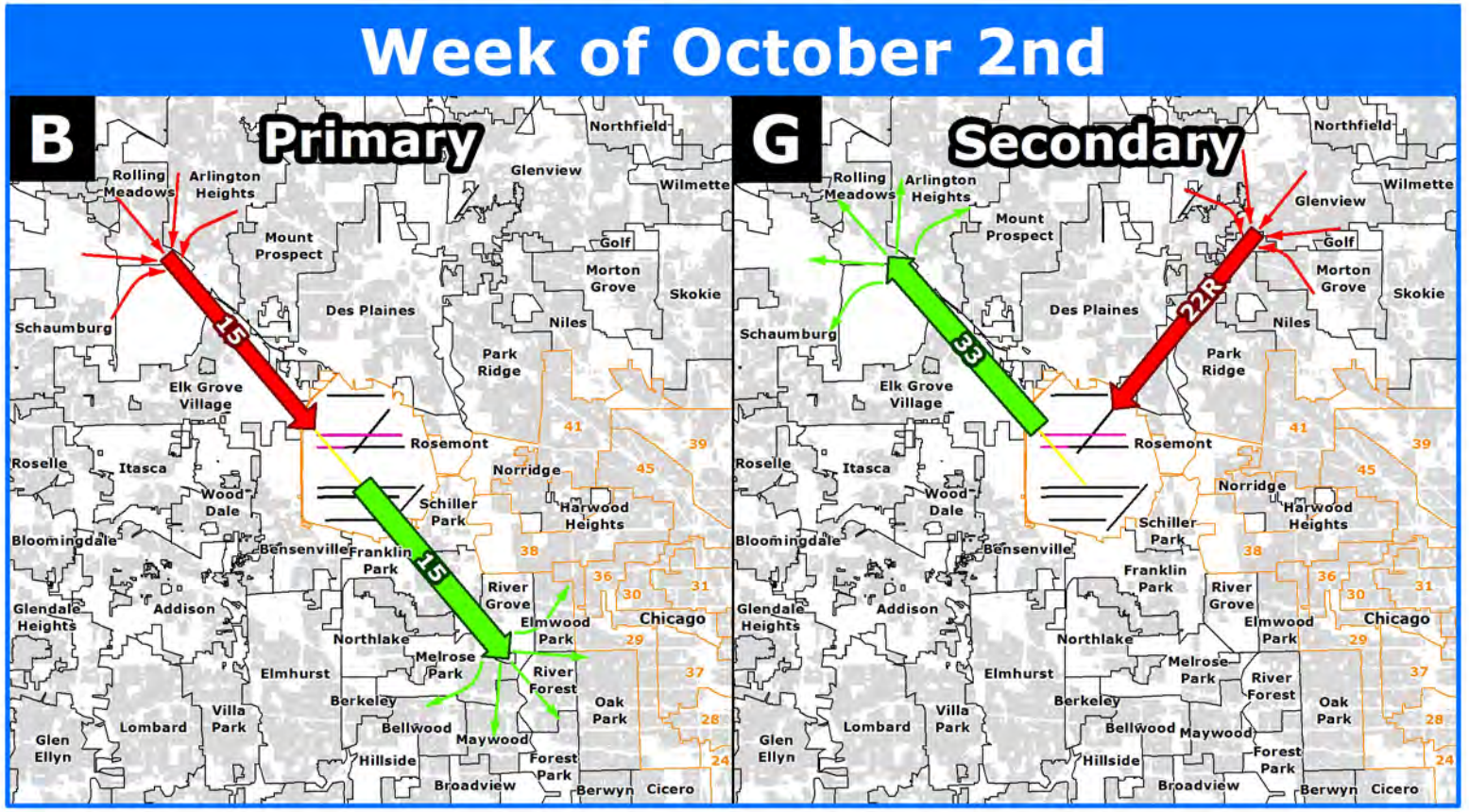

Notes

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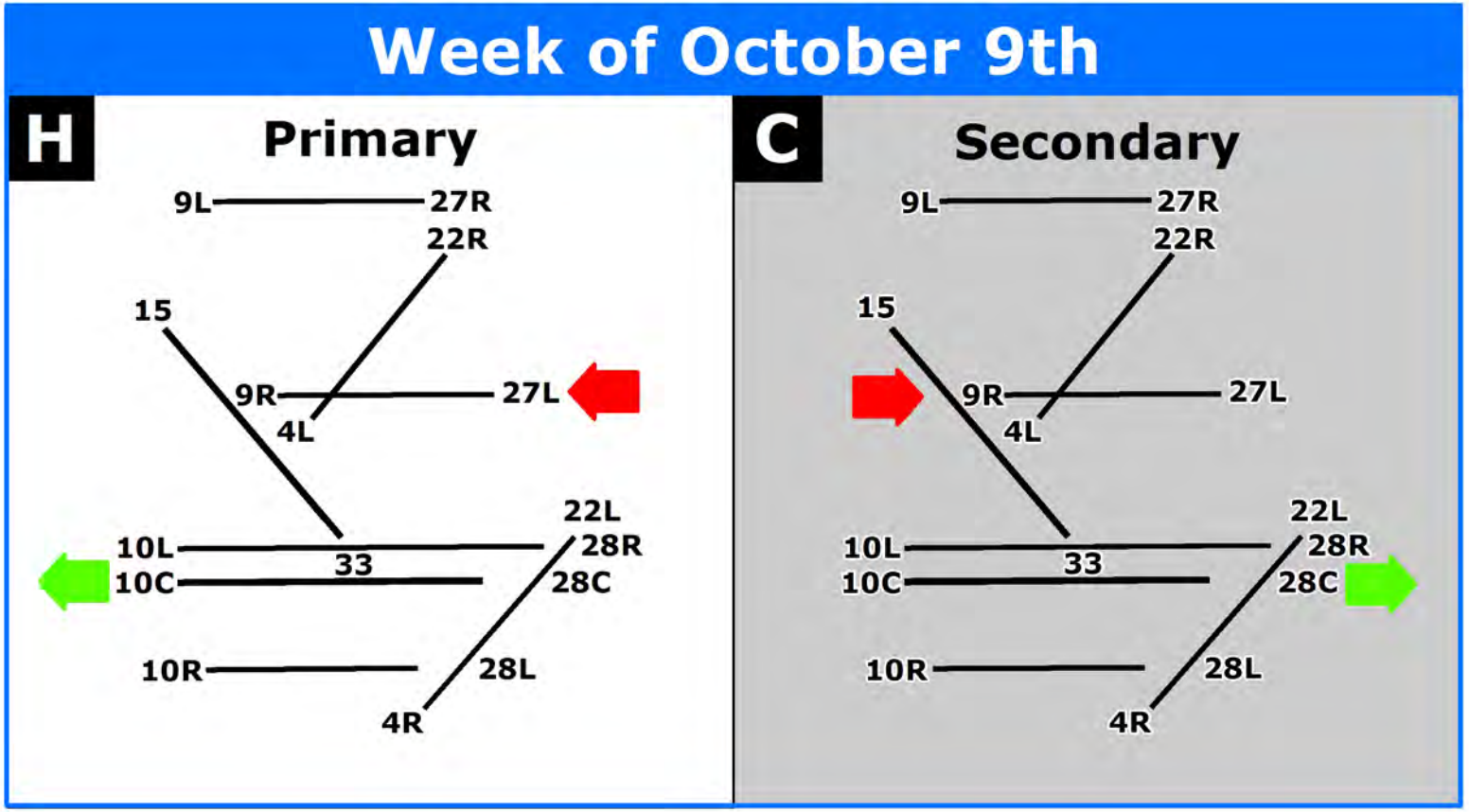
9/15/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 15)

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.

Week of October 9th



Notes

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Arrival
Departure

9/15/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 15)

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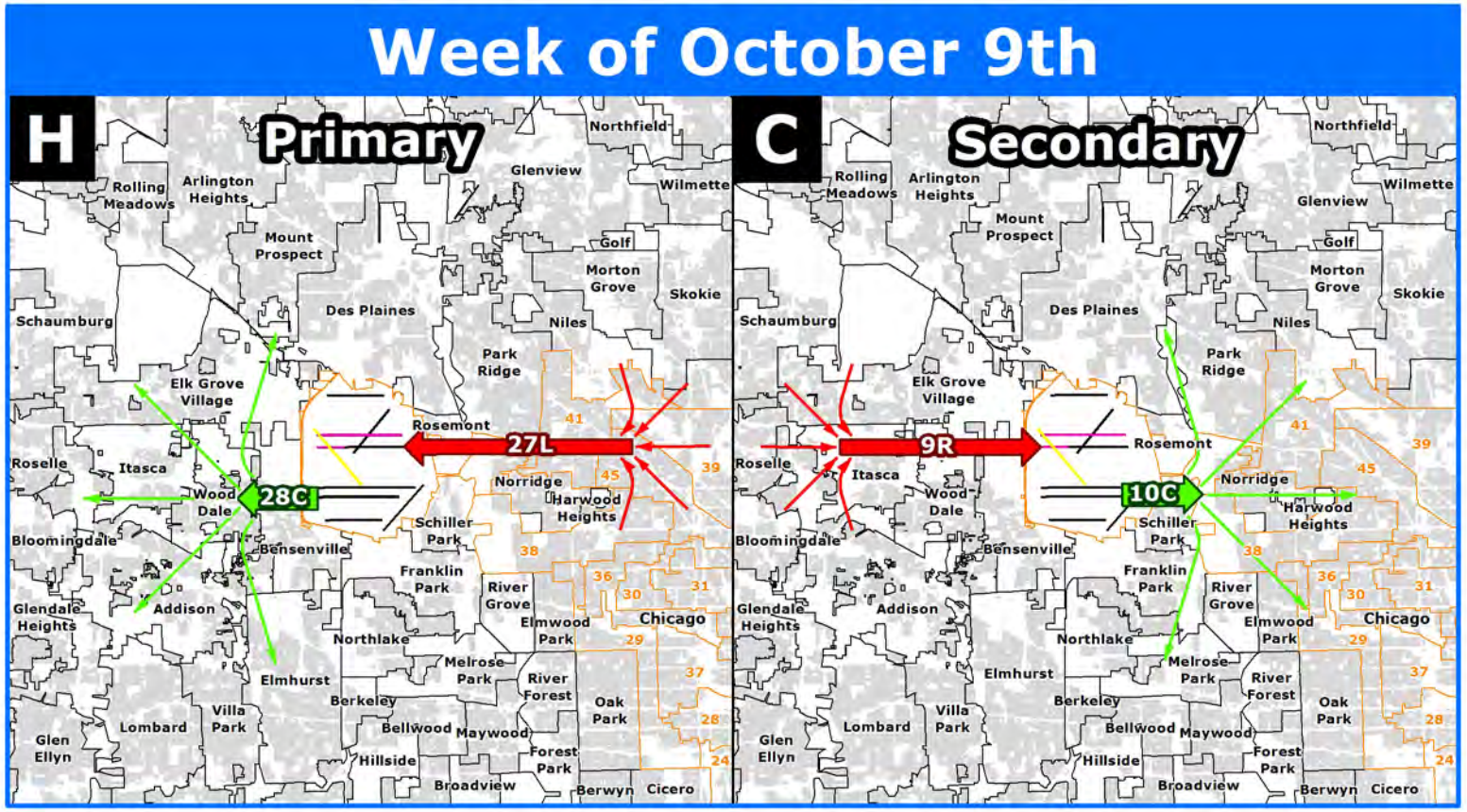

Notes

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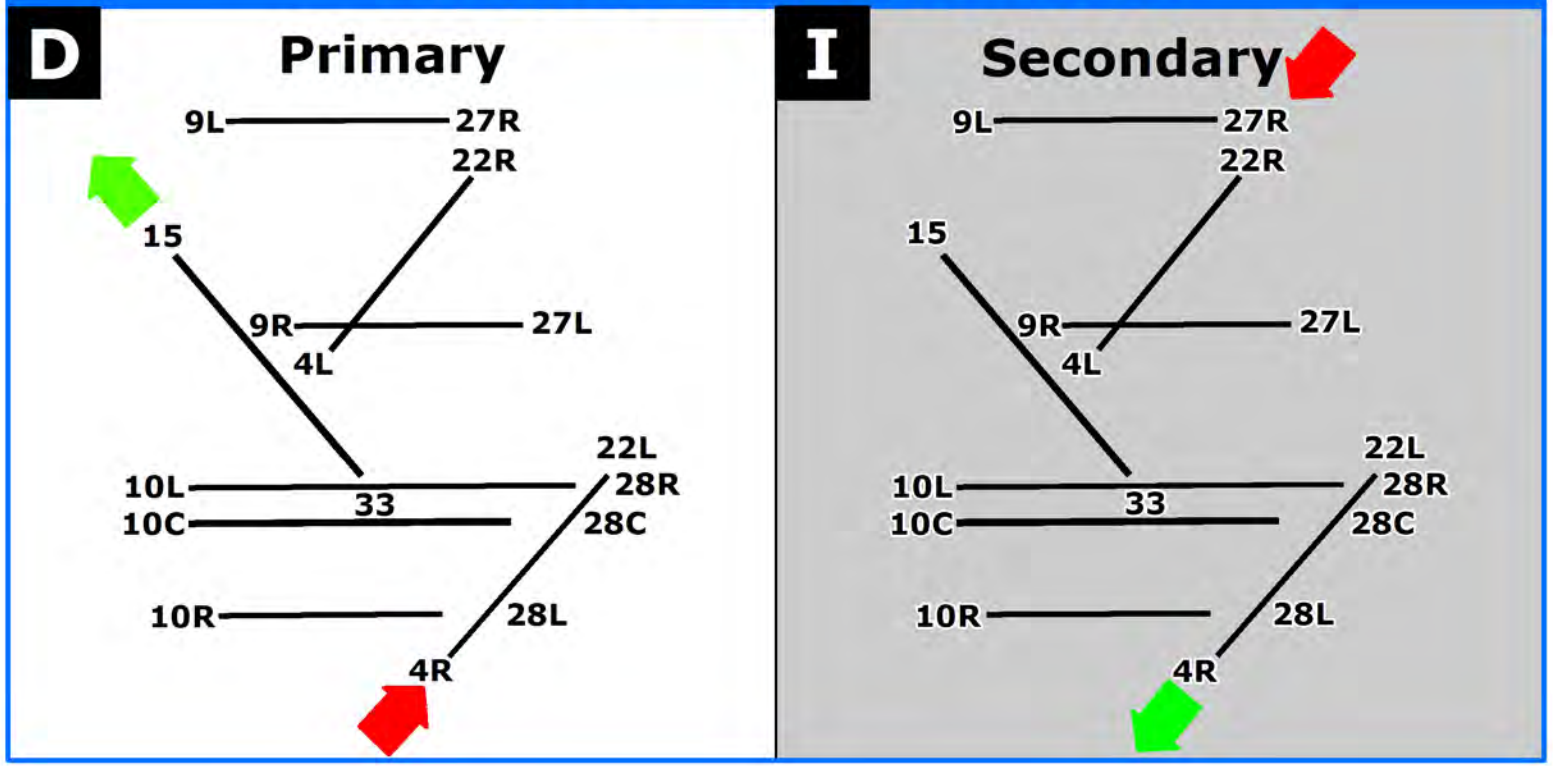
Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 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.

Week of October 16th



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.
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Arrival
Departure

9/15/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 16)

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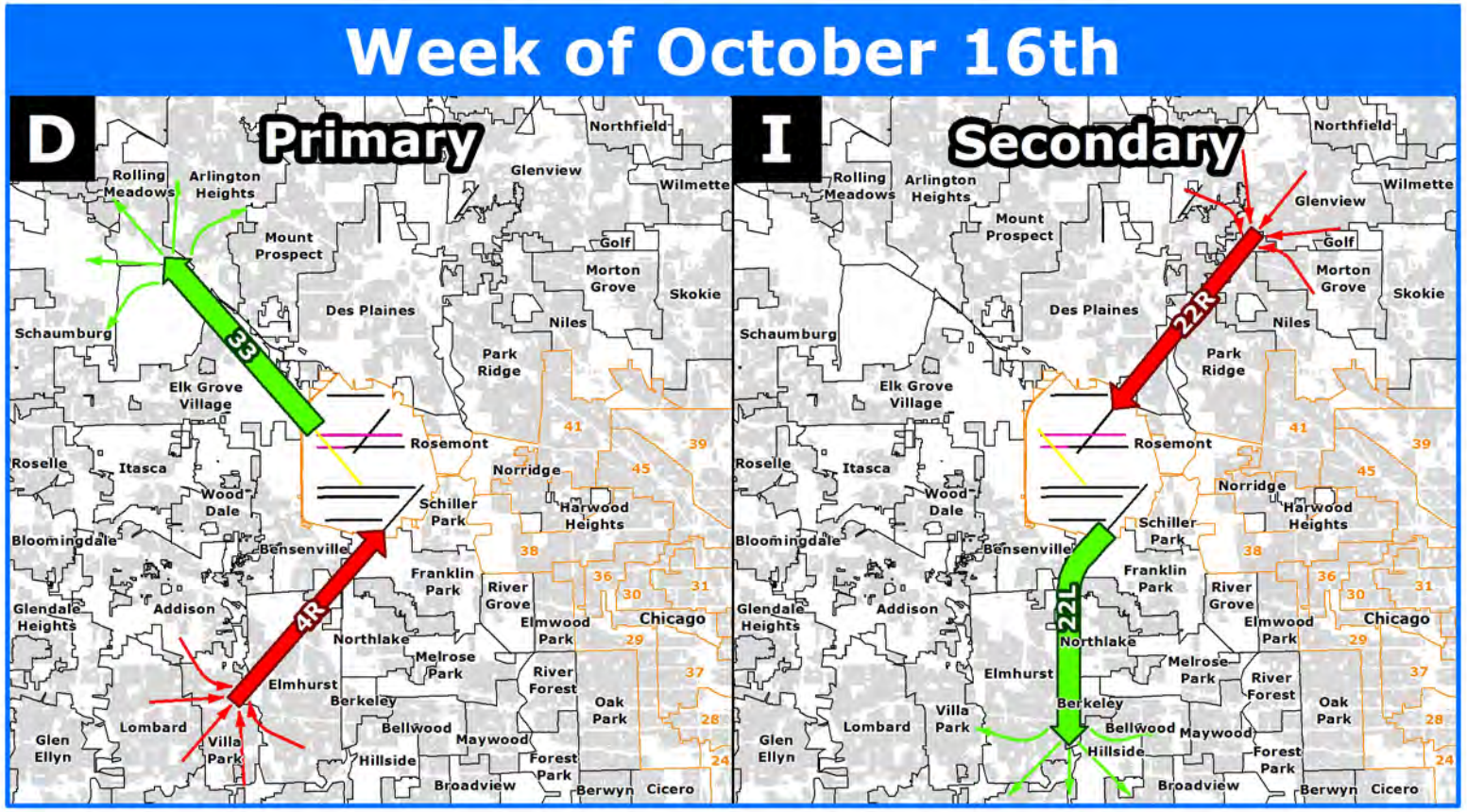

Notes

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Arrival
Departure

9/15/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 17)

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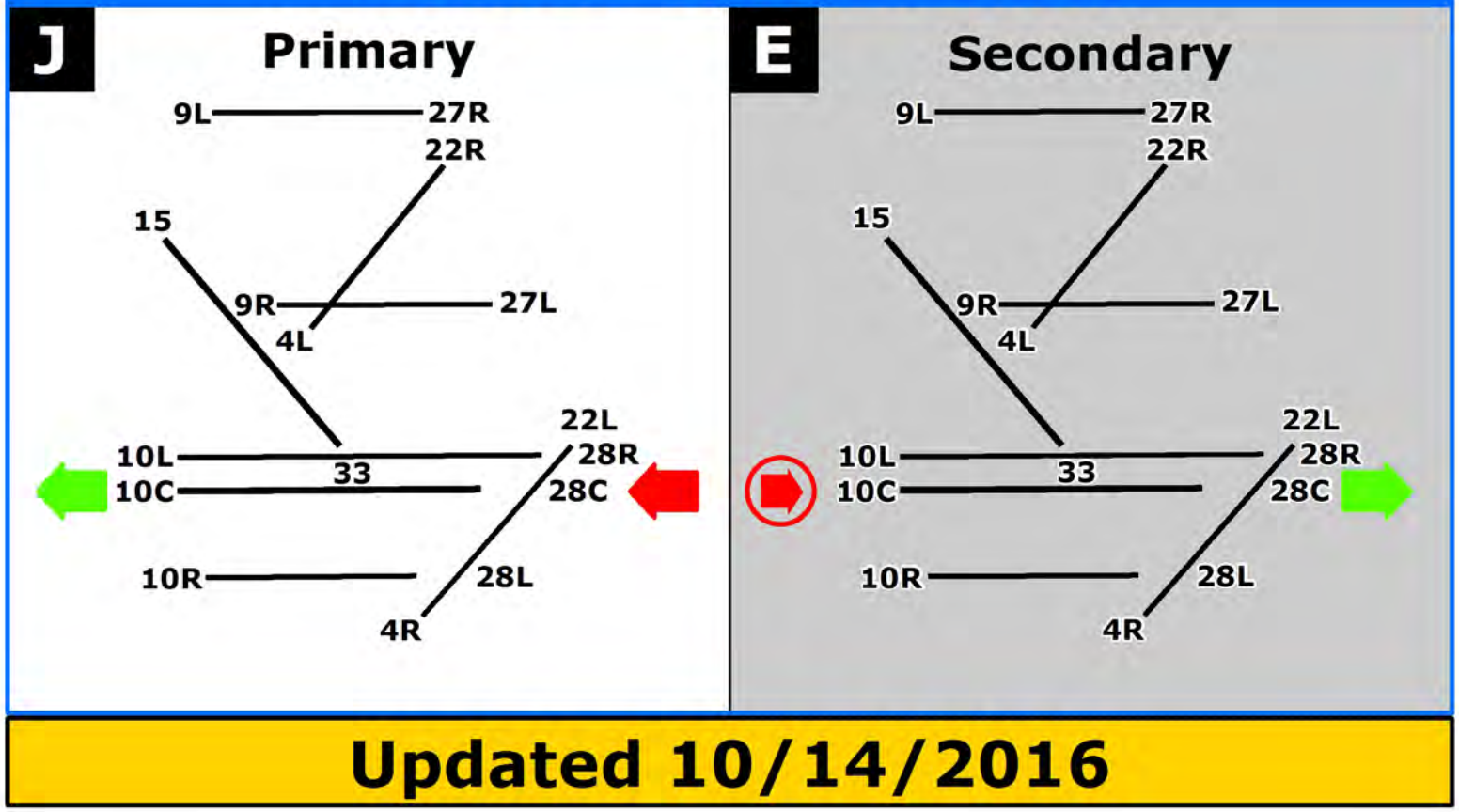
Week of October 23rd



Updated 10/14/2016

Notes

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Arrival
Departure
Arrival Construction Alternative

10/14/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 17)

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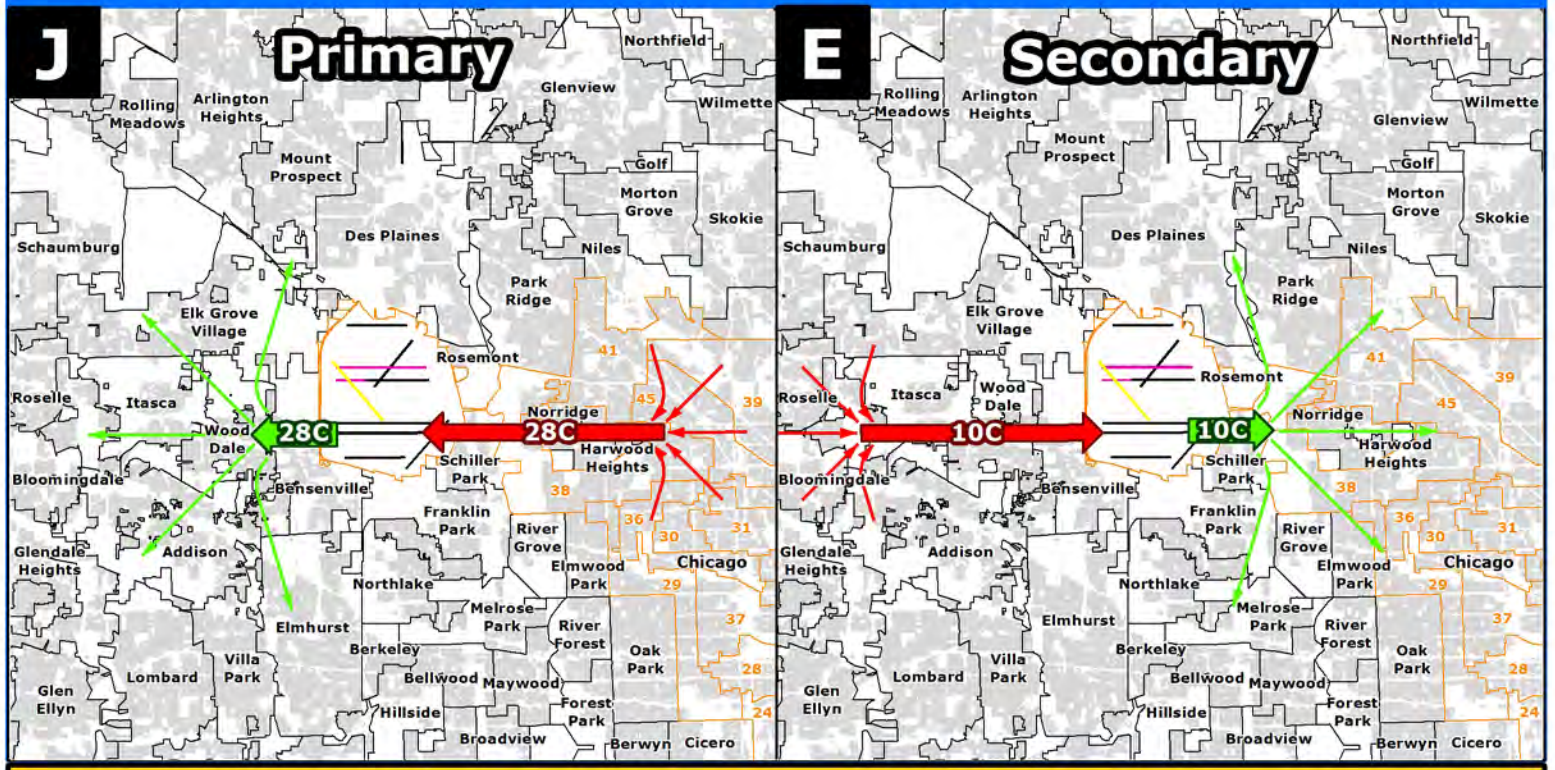
Week of October 23rd



Updated 10/14/2016

Notes

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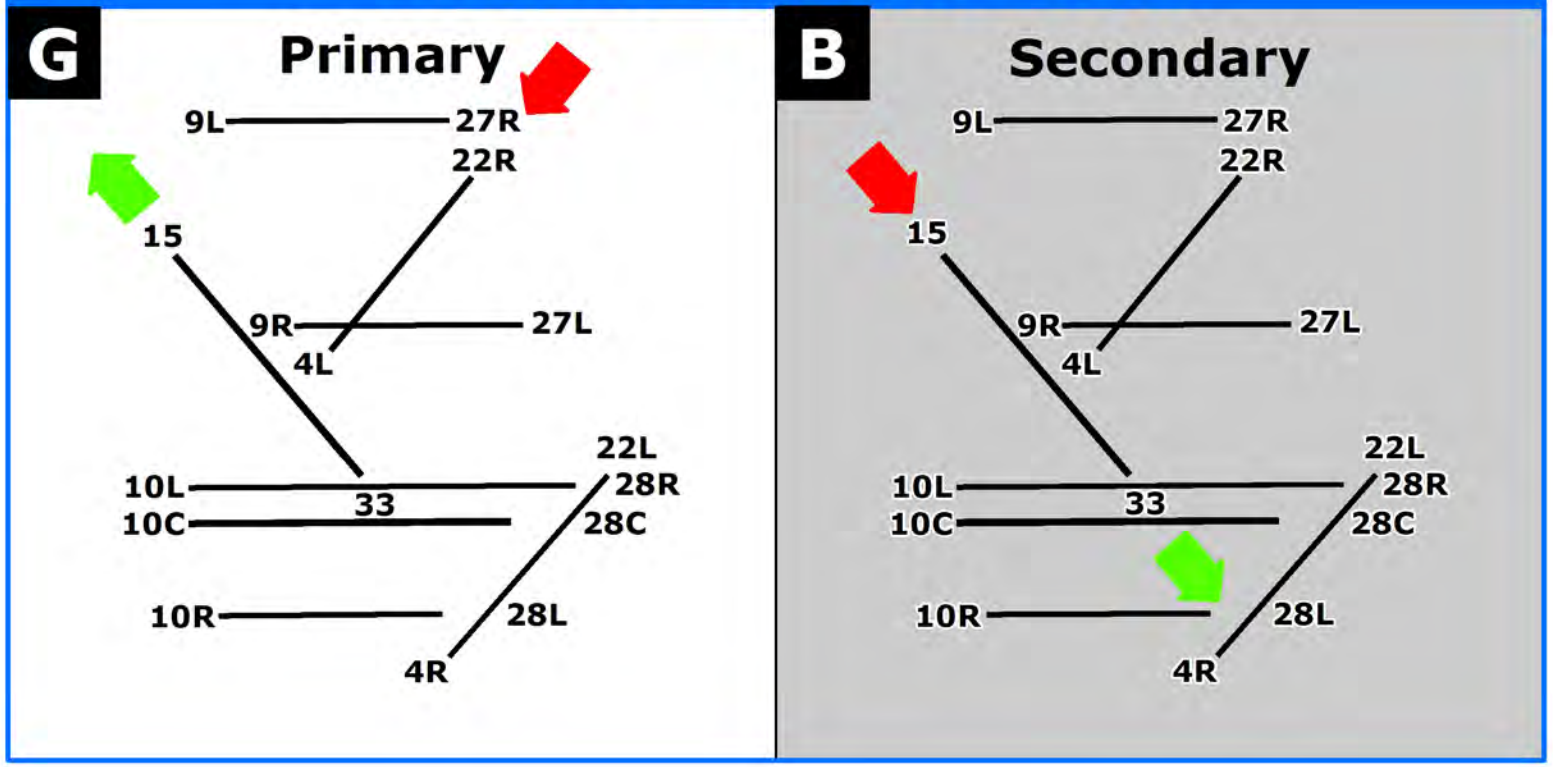
Arrival
Departure

10/14/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 18)

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.

Week of October 30th



Notes

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Arrival
Departure

9/15/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 18)

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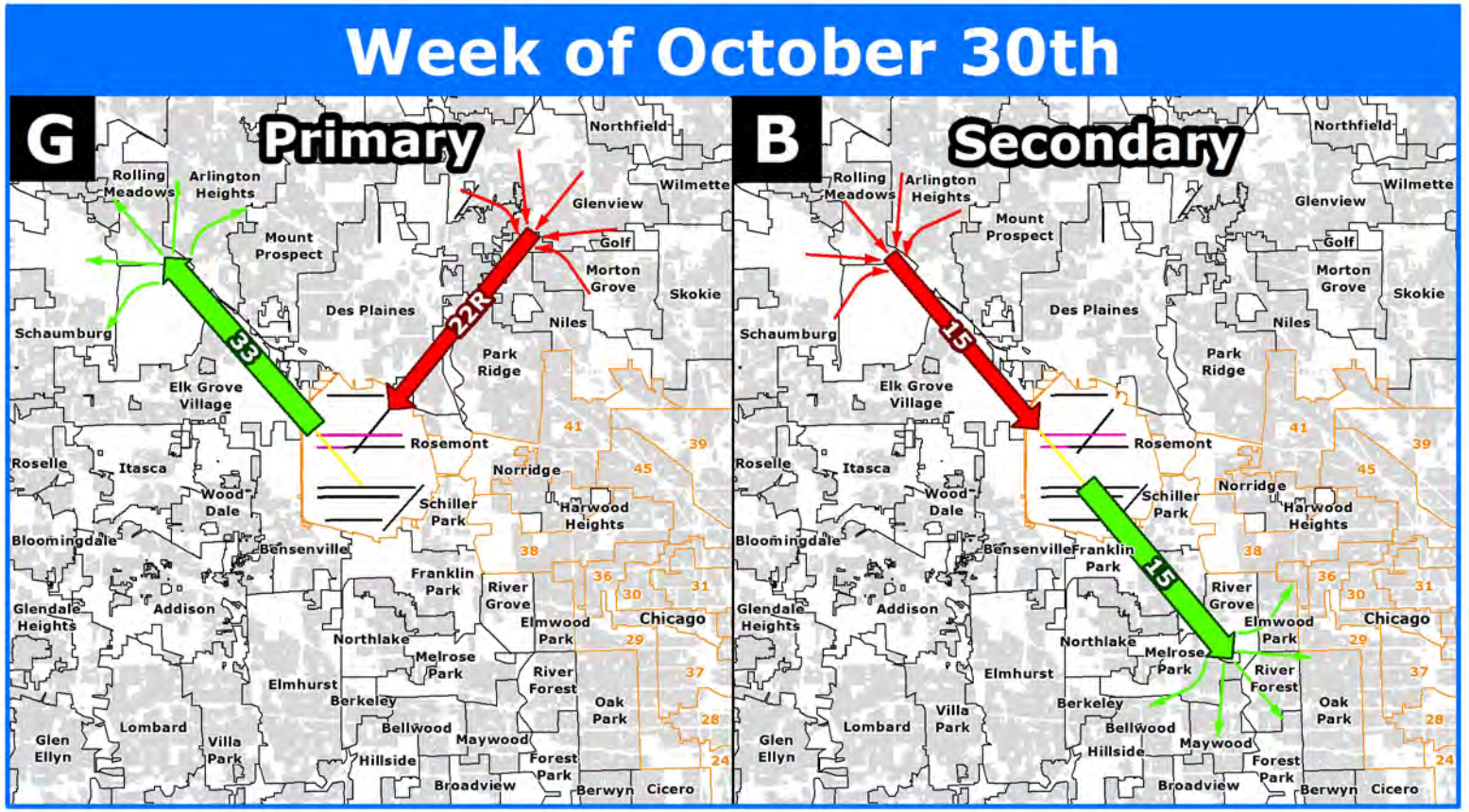

Notes

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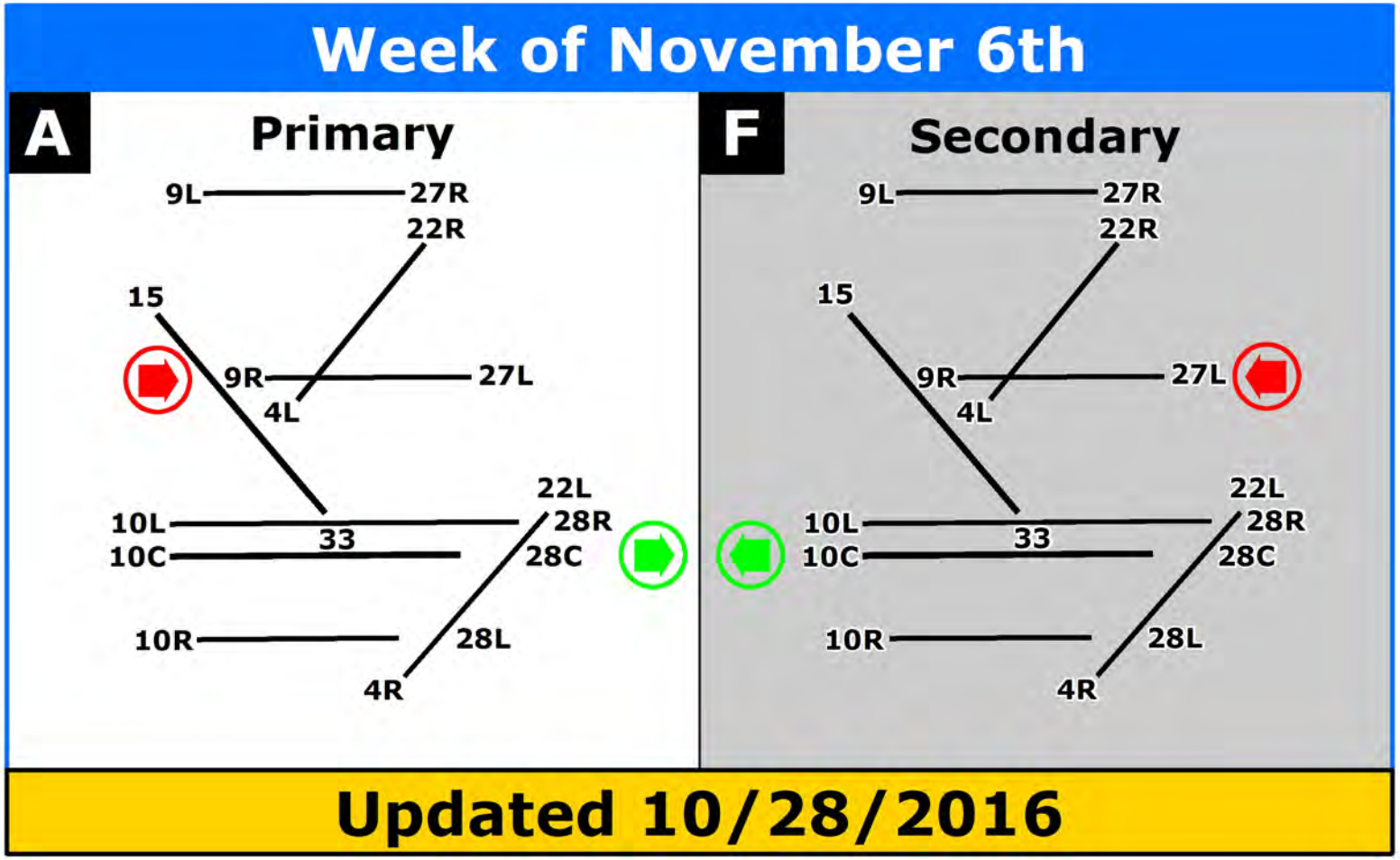
Arrival
Departure

9/15/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 19)

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.

Week of November 6th



Updated 10/28/2016

Notes

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Arrival Construction Alternative

Departure Construction Alternative

10/28/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 19)

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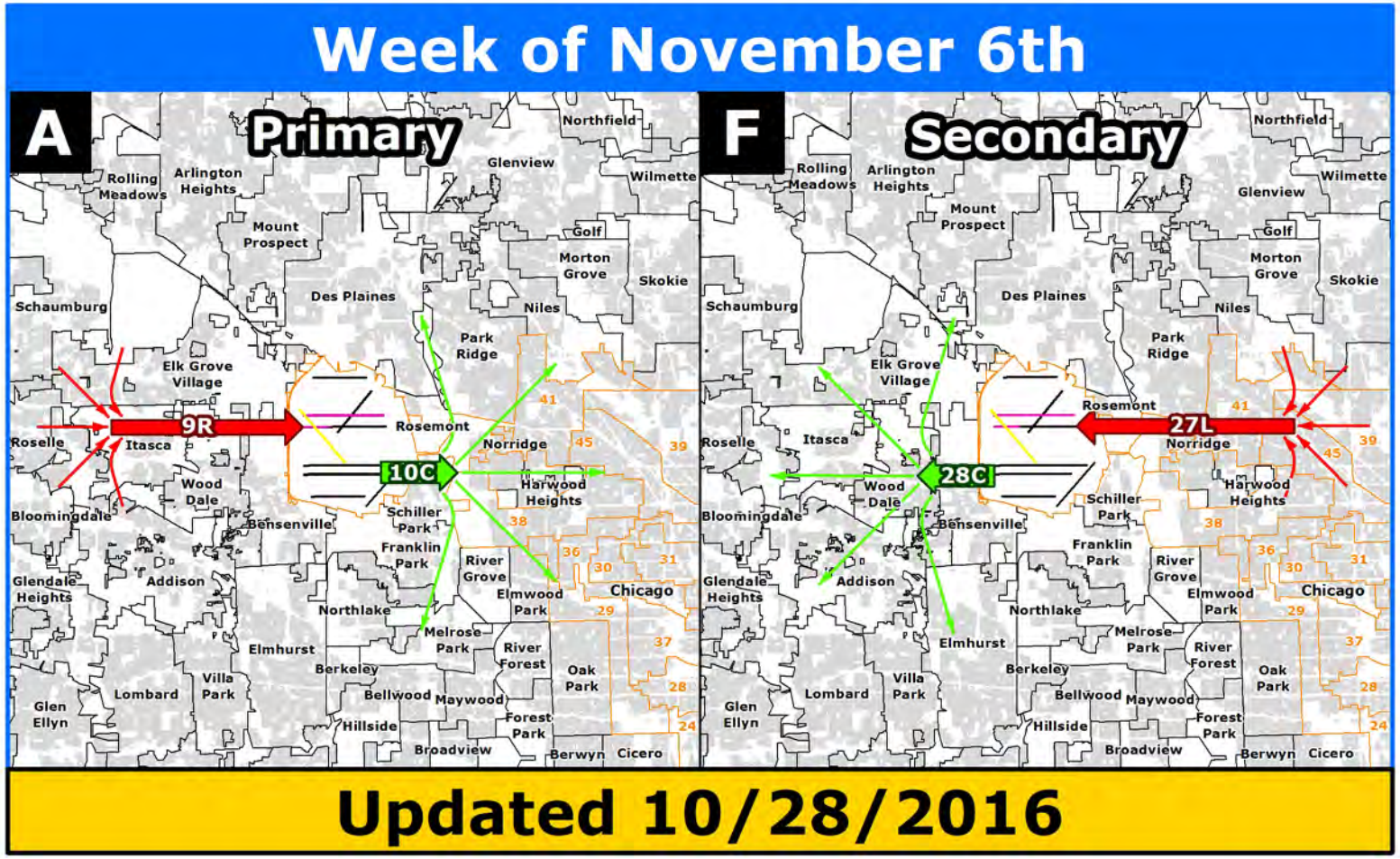

Notes

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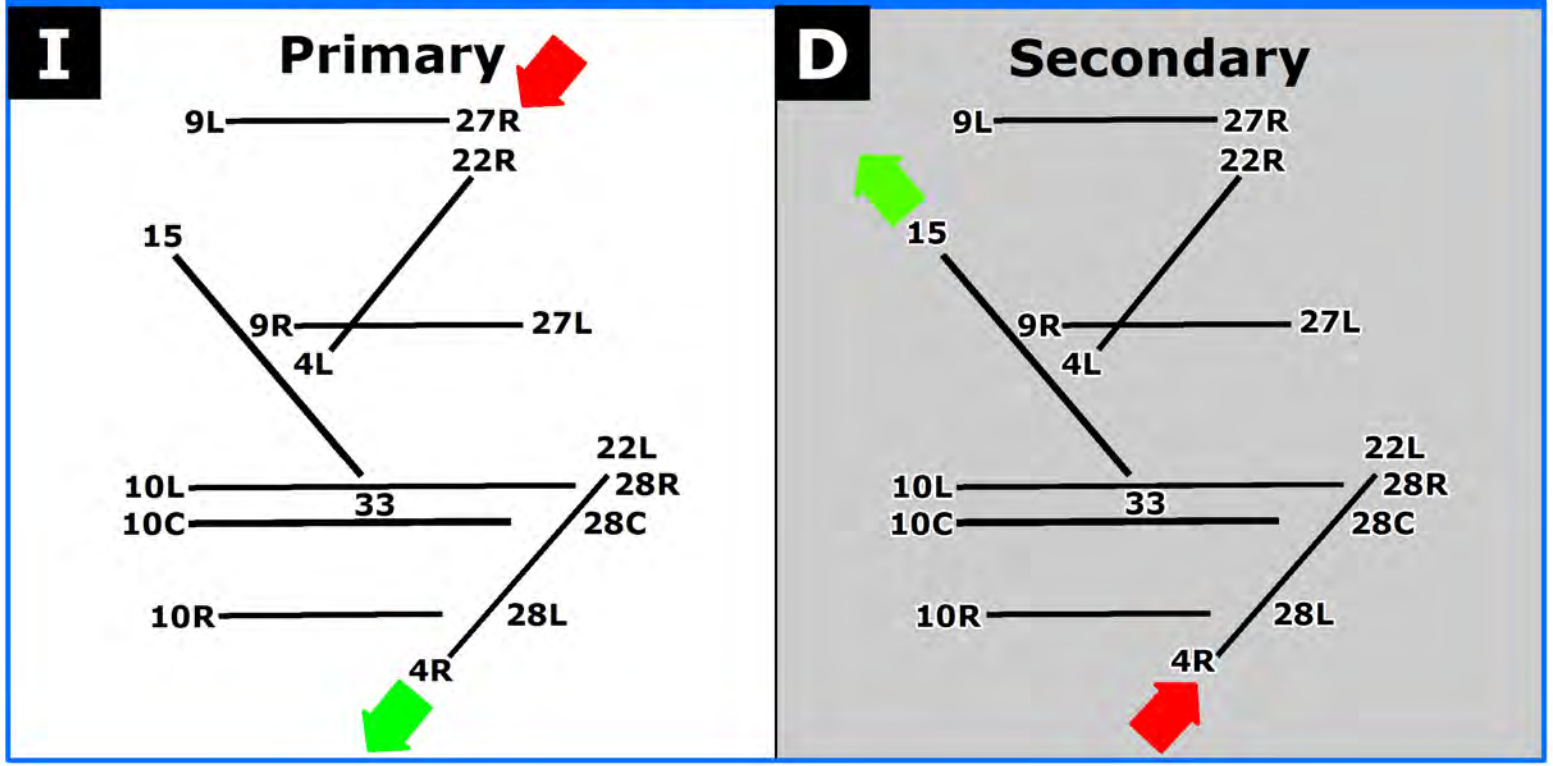
Arrival
Departure

10/28/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 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.

Week of November 13th



Notes

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Arrival
Departure

9/15/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 20)

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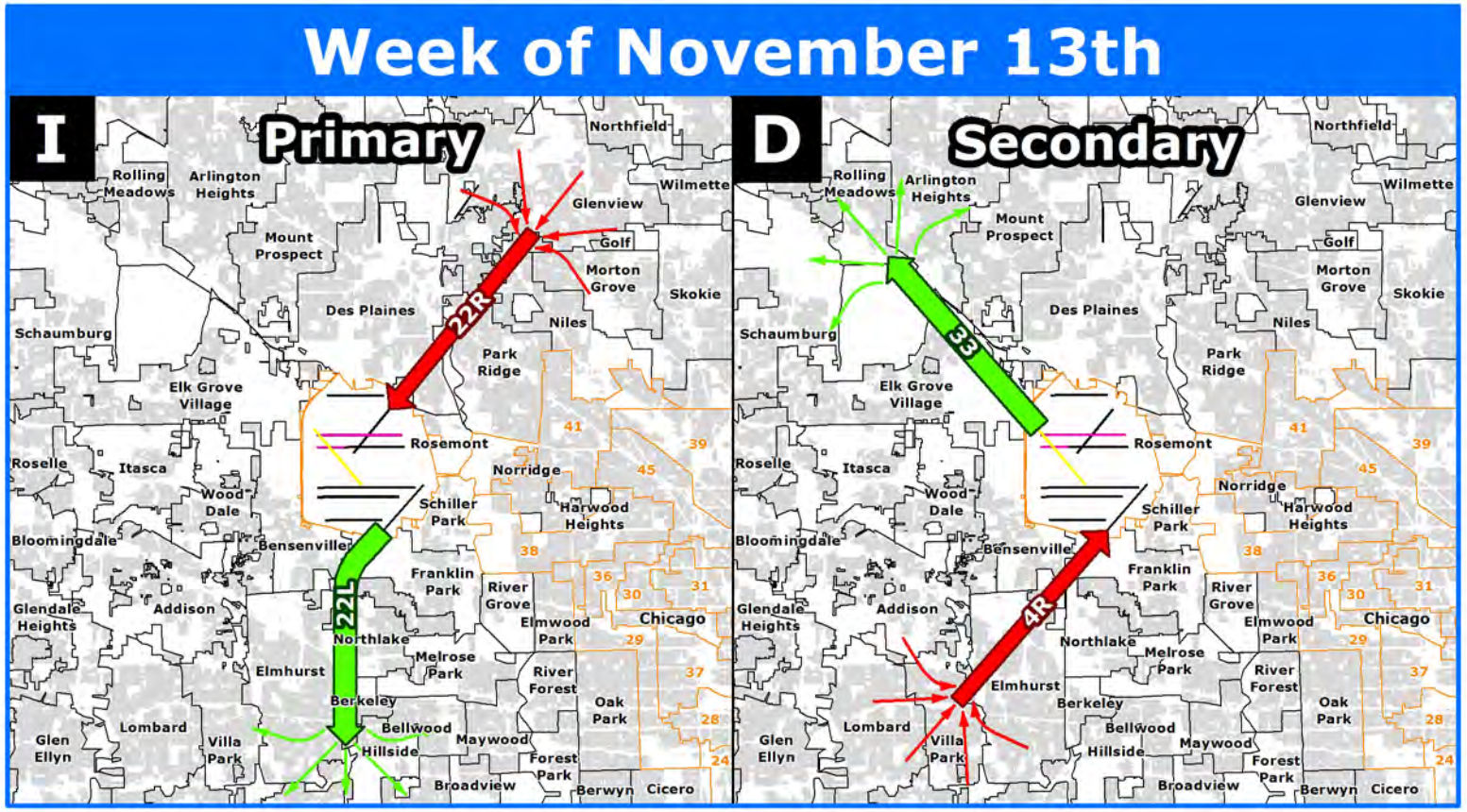

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Arrival
Departure

9/15/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 21)

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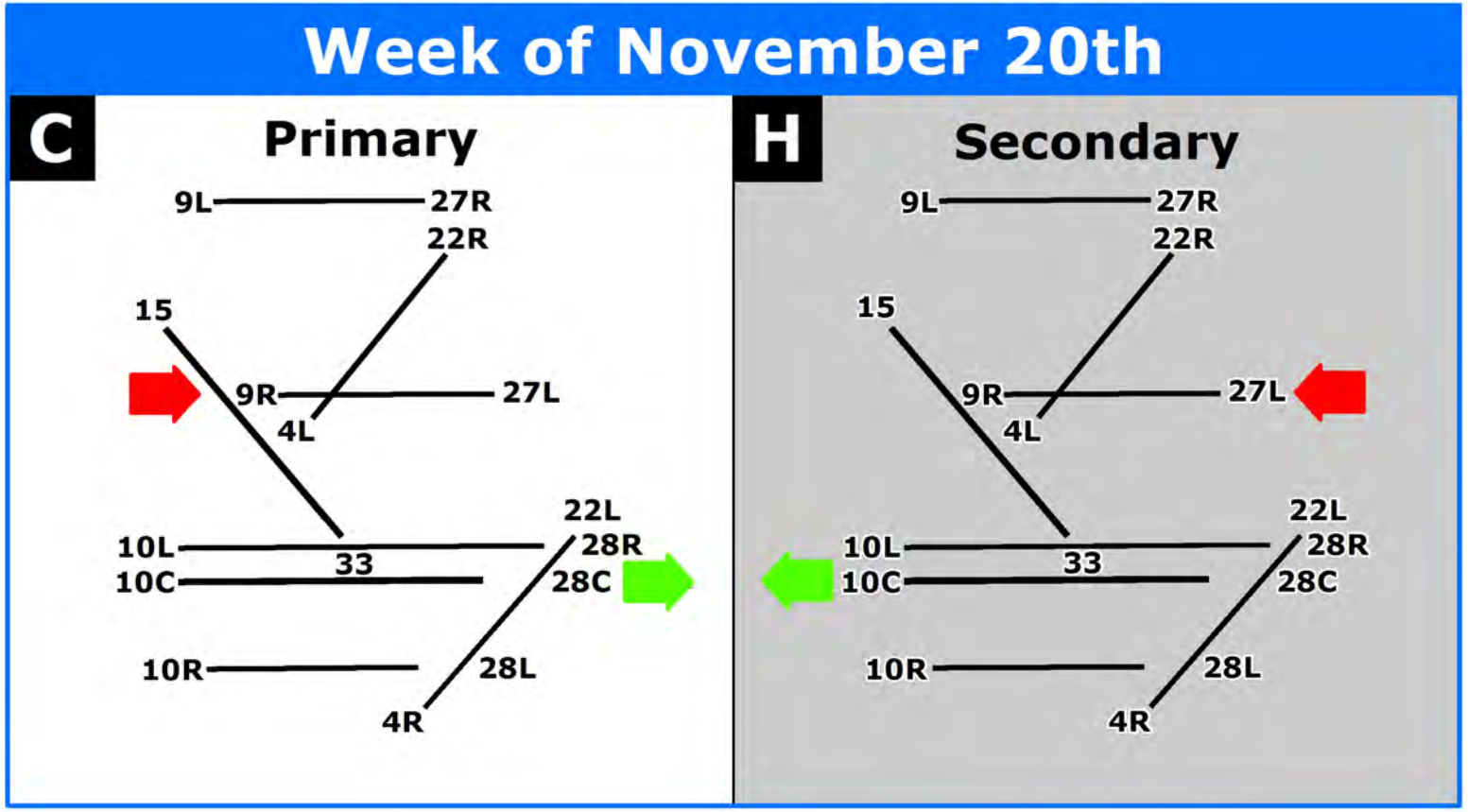
Week of November 20th



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Arrival
Departure

9/15/2016

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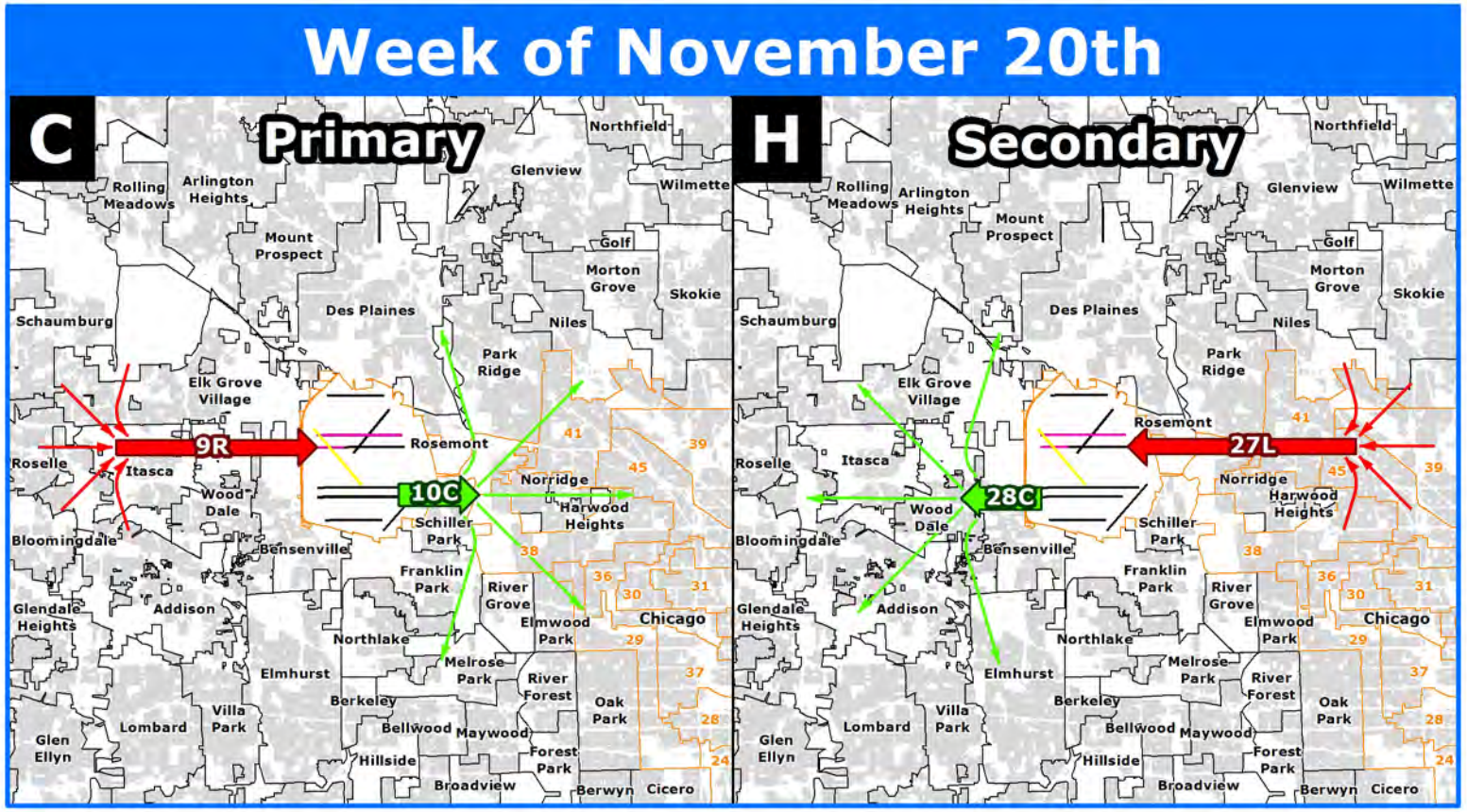

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Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 22)

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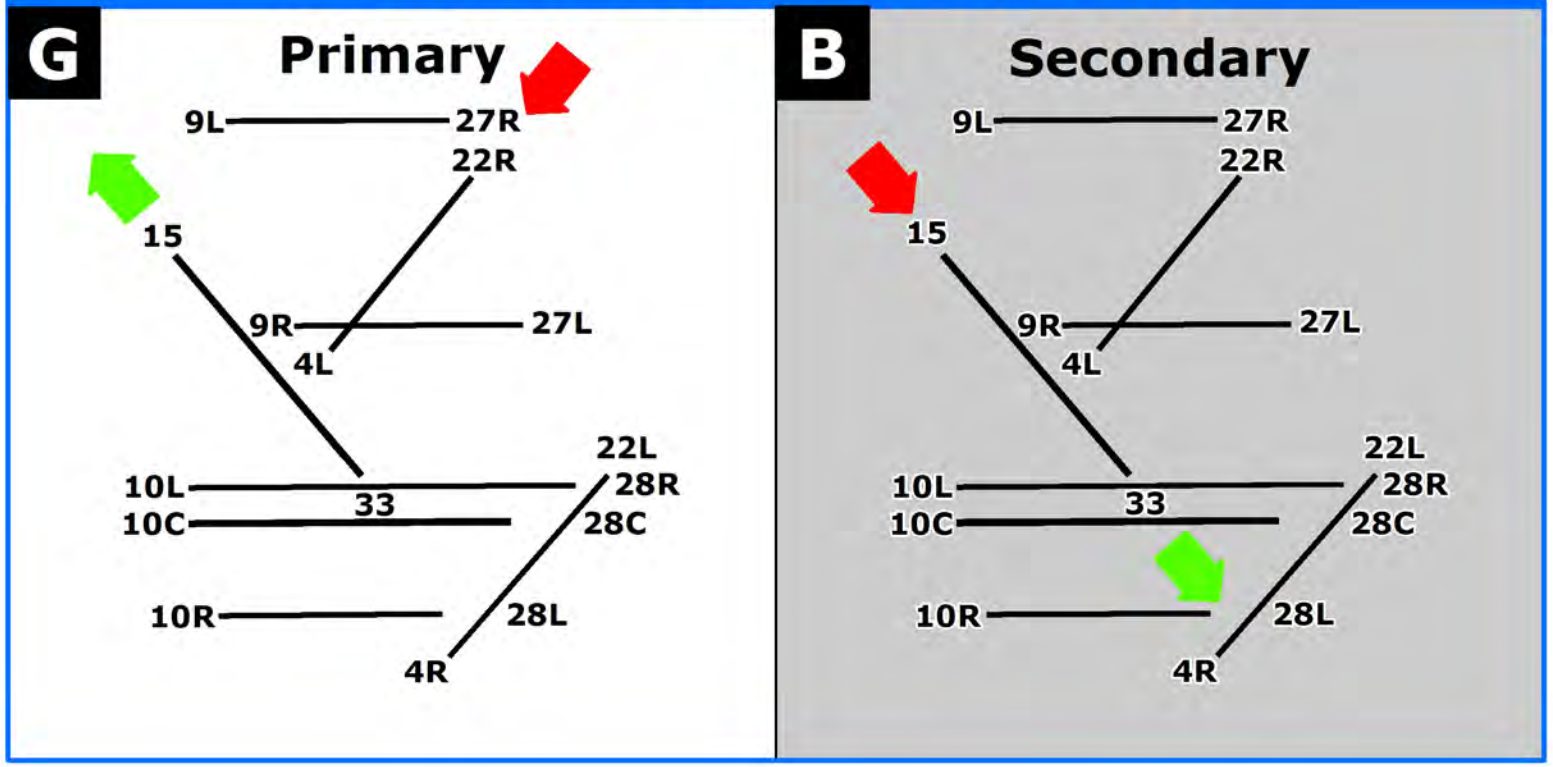
Week of November 27th



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Arrival
Departure

9/15/2016

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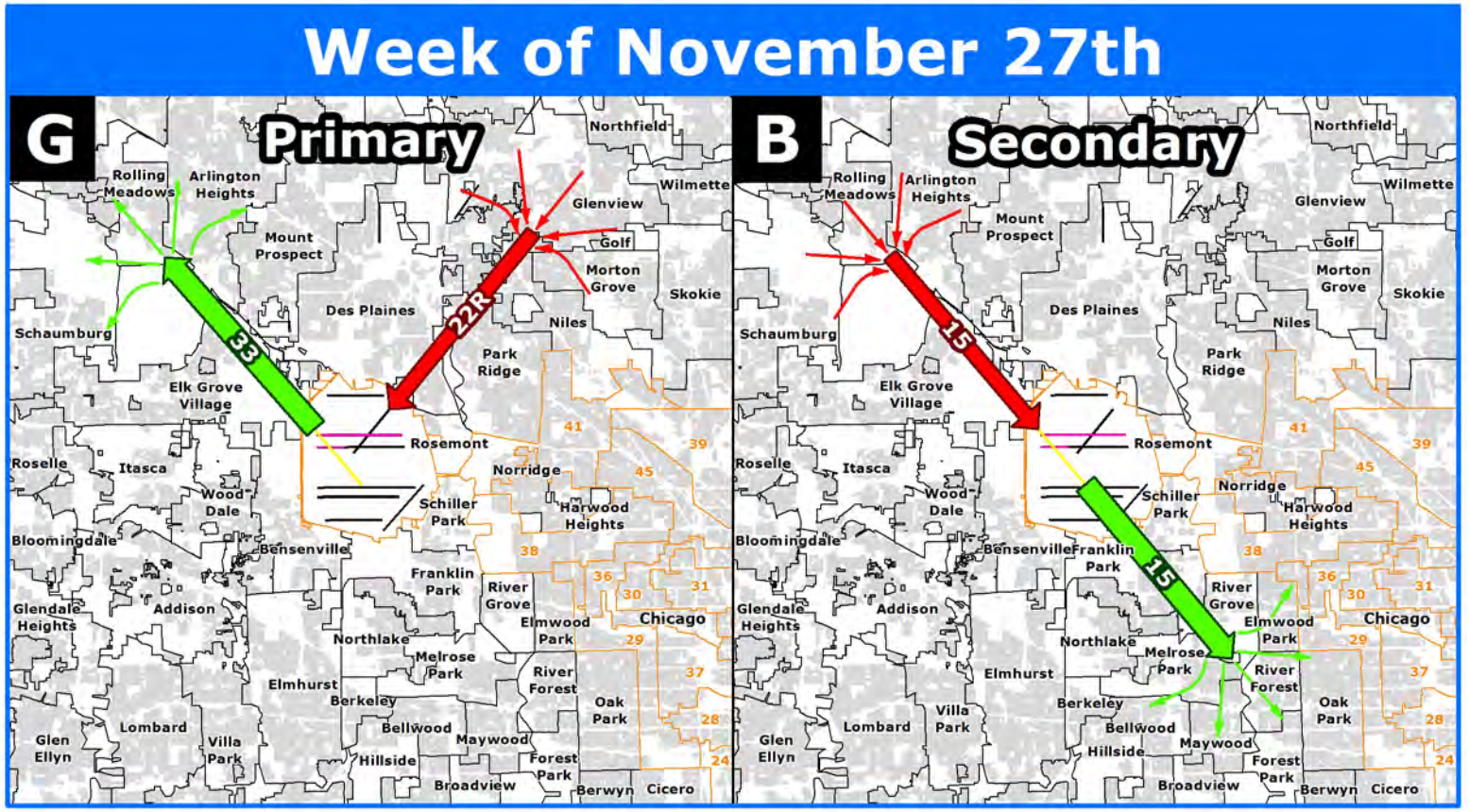

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Arrival
Departure

9/15/2016

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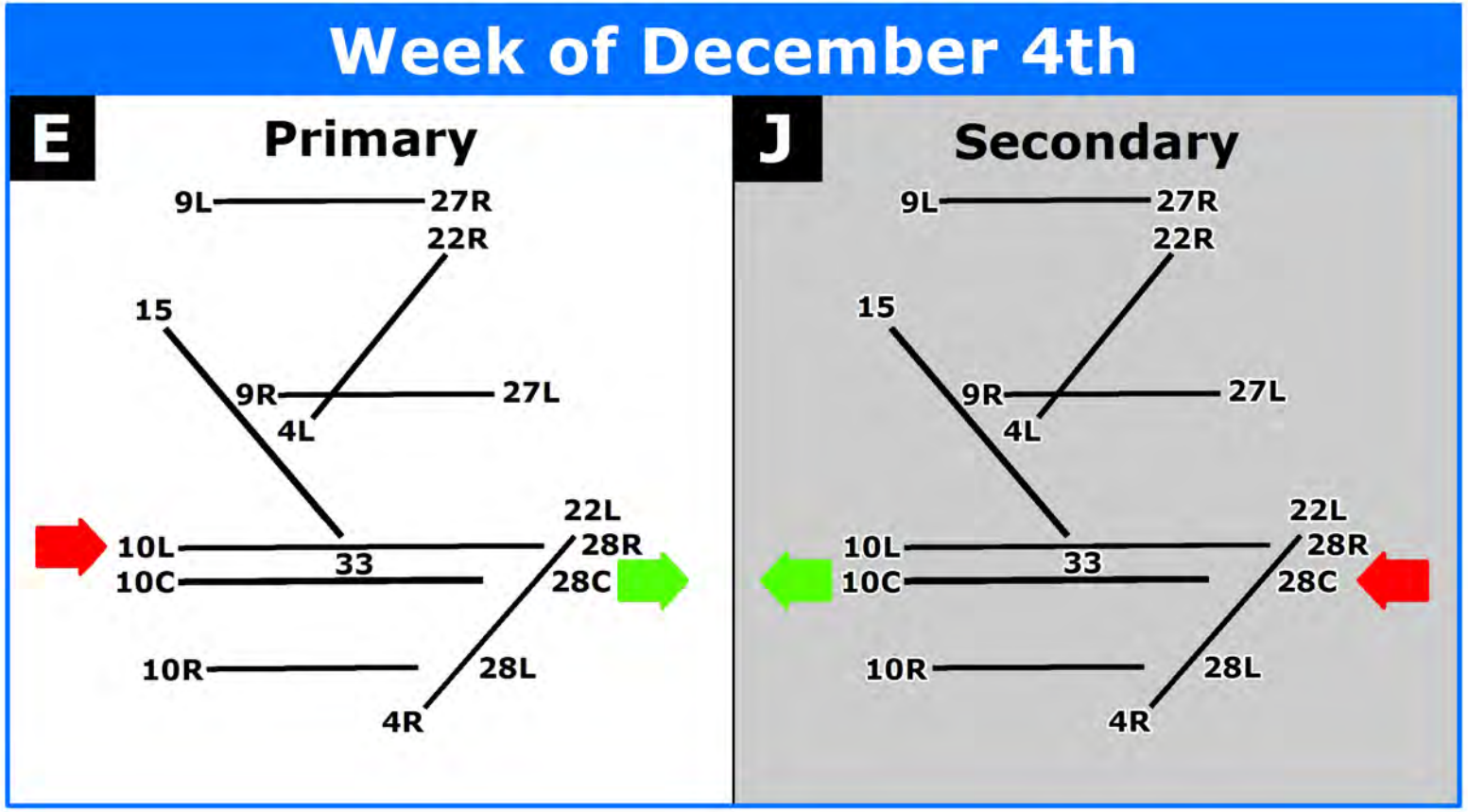
Week of December 4th



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Arrival
Departure

9/15/2016

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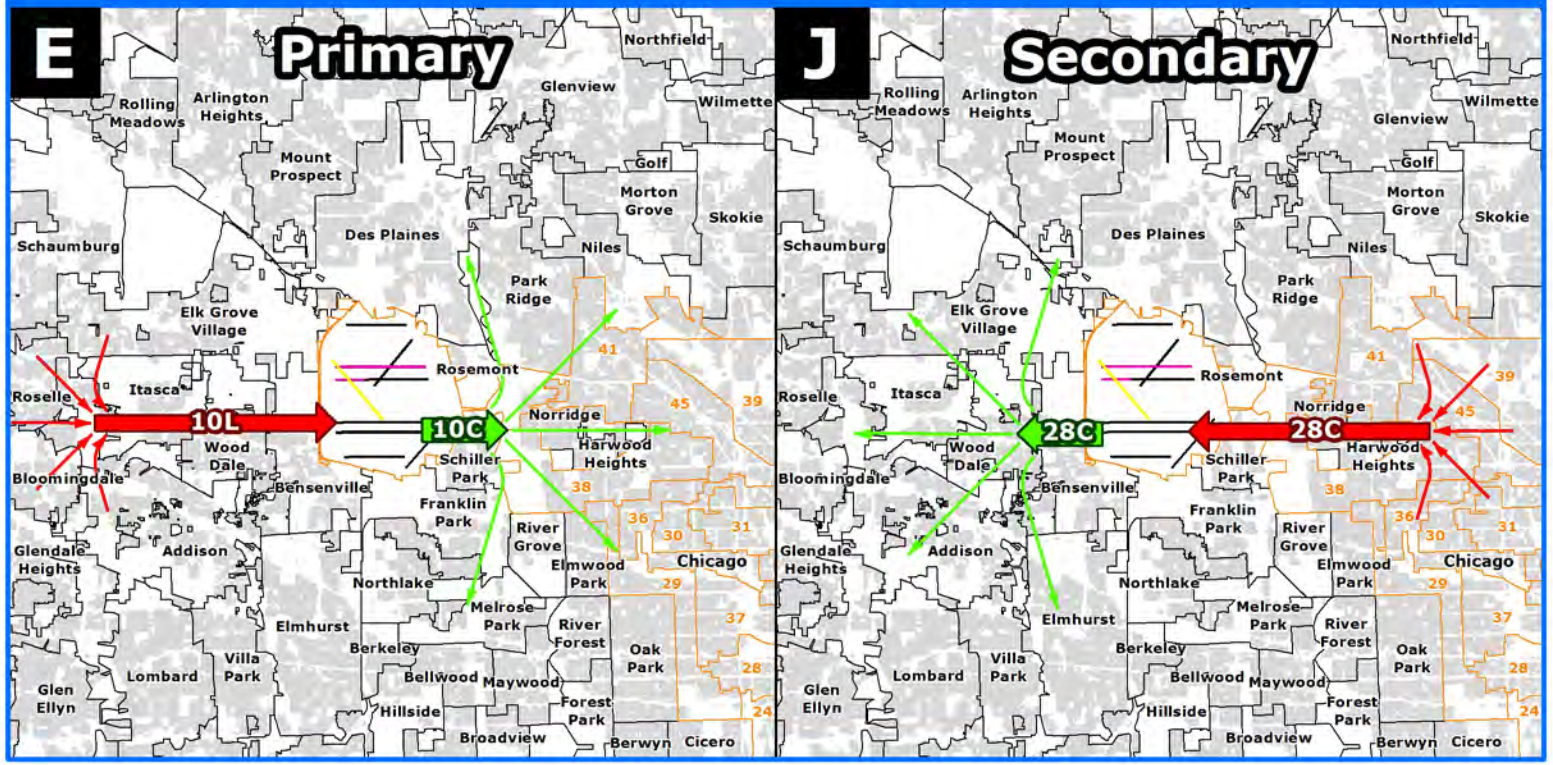
Week of December 4th



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Arrival
Departure

6/29/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 24)

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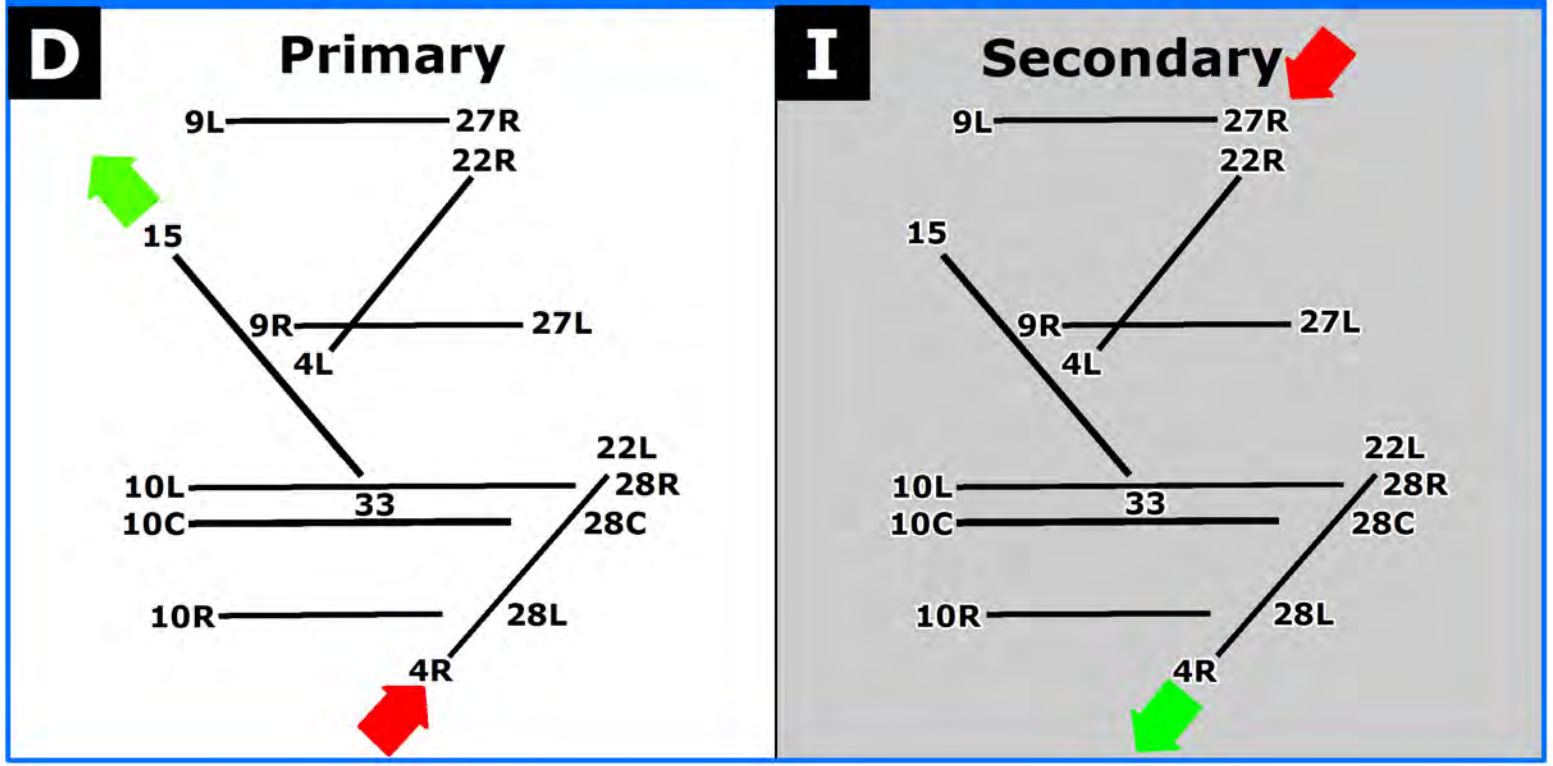
Week of December 11th



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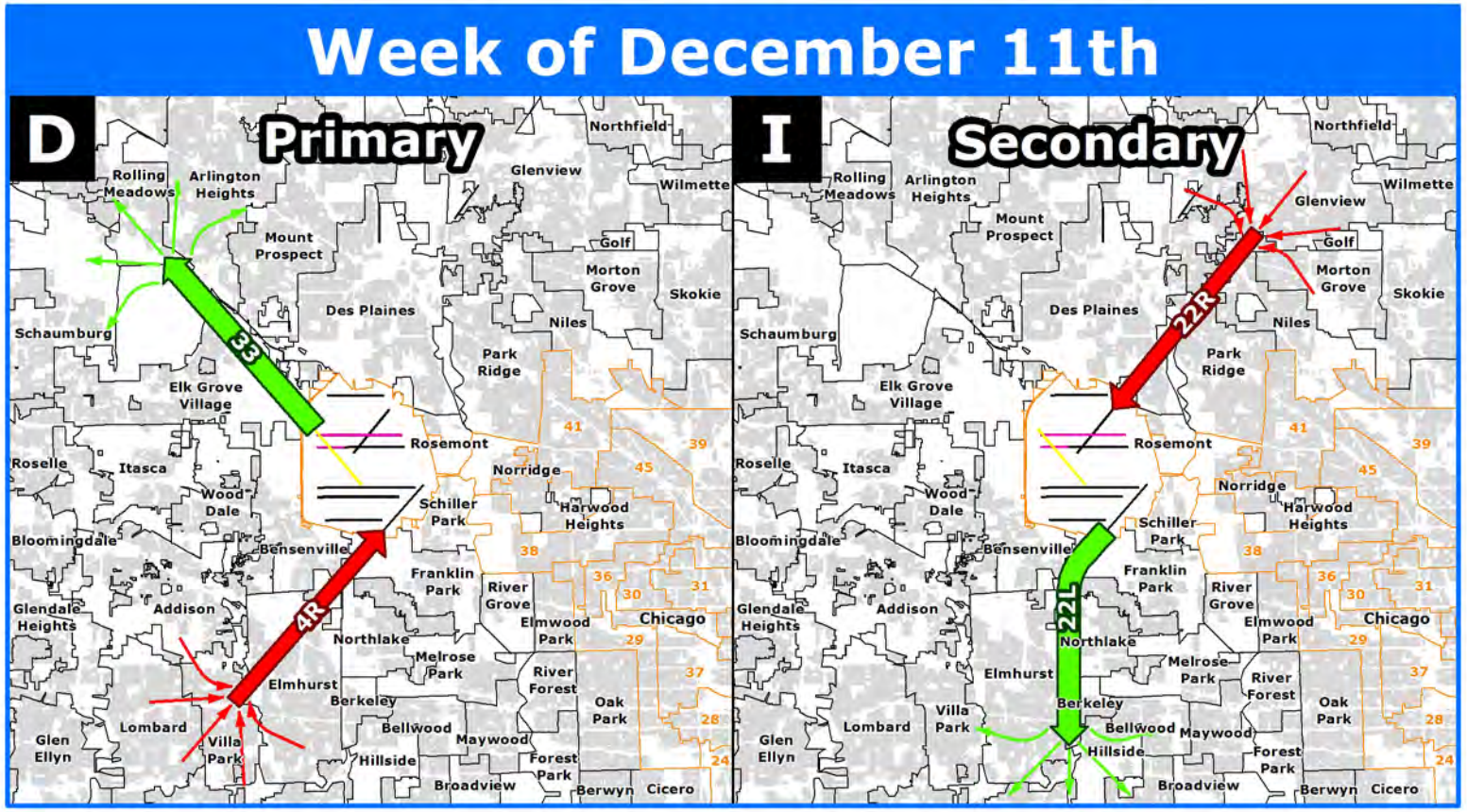
Arrival
Departure

9/15/2016

FLY QUIET II RUNWAY ROTATION TEST (Week 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.

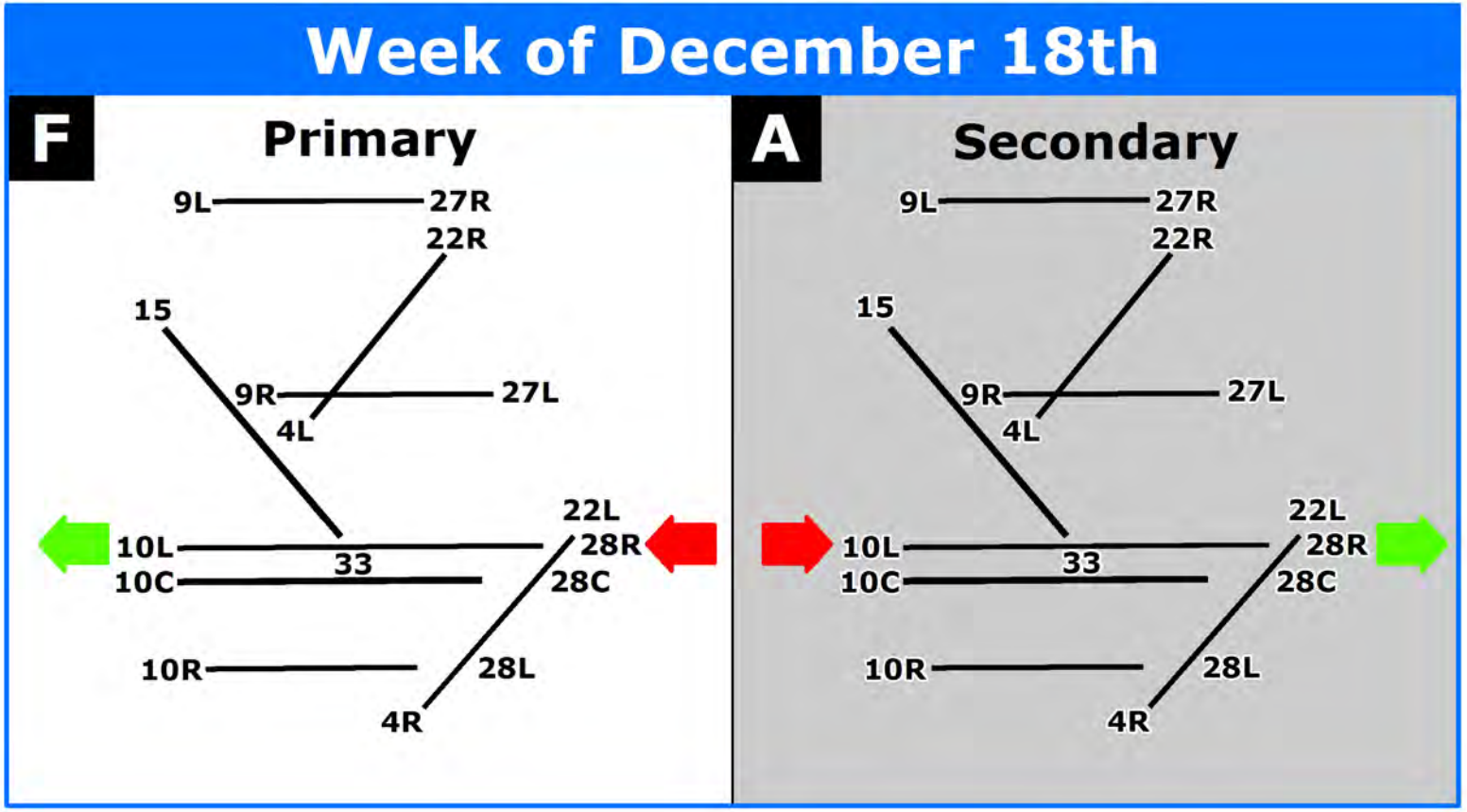
Arrival
Departure

9/15/2016

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.

Week of December 18th



Notes

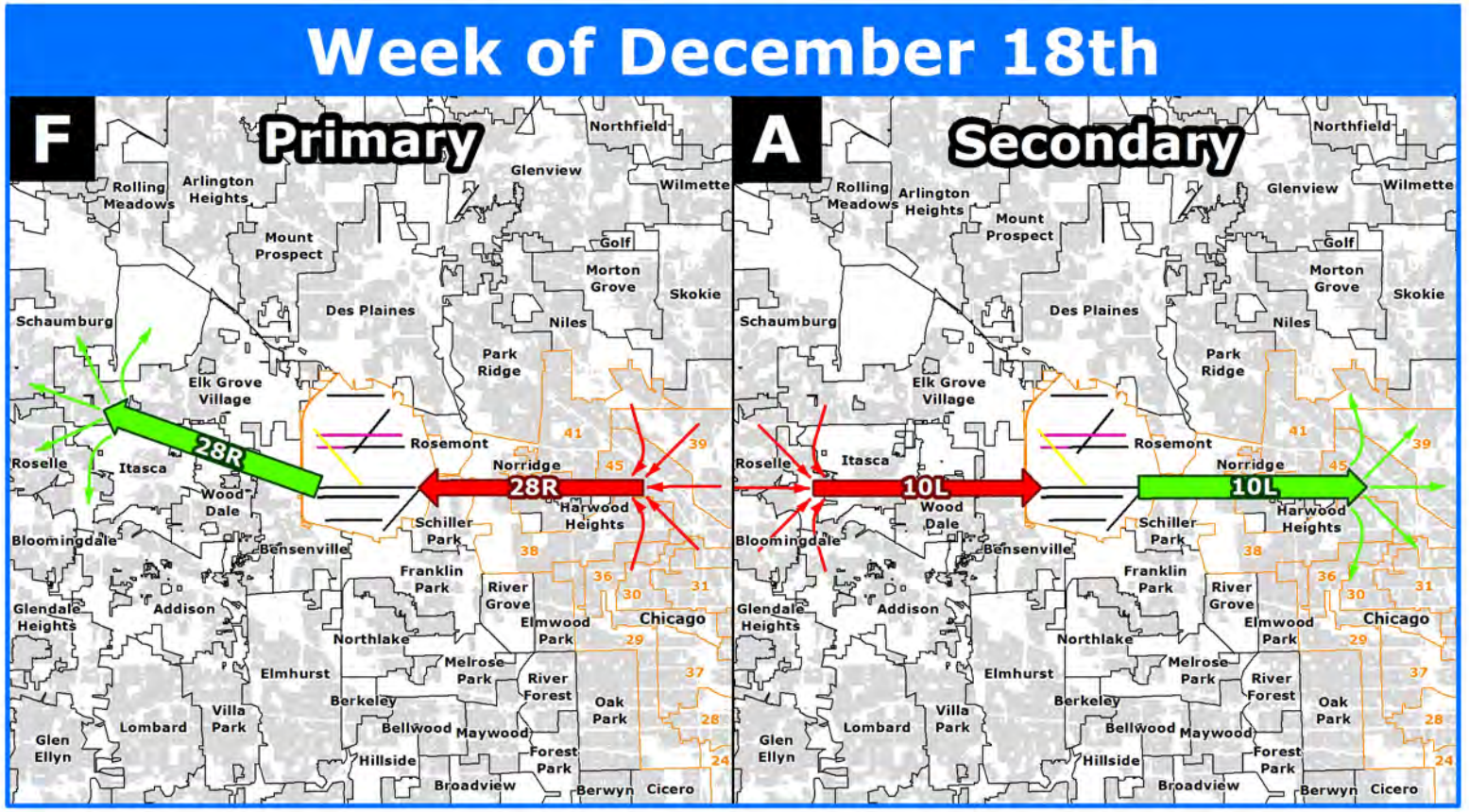
- 2016 Runway Rotation Test
- Use of these runways is voluntary, pilots are encouraged to use designated nighttime preferential runways.
- Runway 10L/28R, if closed for noise abatement, would be made available for flights that require additional runway length after operator coordination, at a minimum 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.

Arrival
Departure

9/15/2016

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.

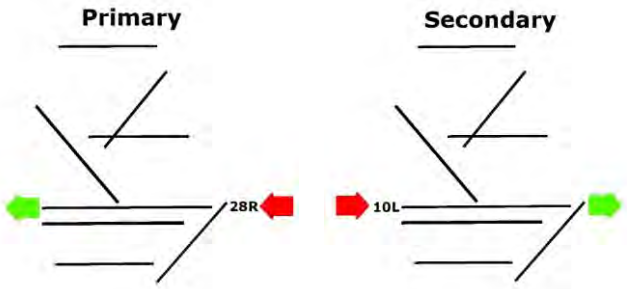
Arrival
Departure

6/29/2016

FLY QUIET SUMMARY

JULY 6 – JULY 10, 2016 (Week 1)

CHICAGO DEPARTMENT OF AVIATION



10:45 PM START

5:44 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections (required for safety)
- Demand did not allow for mixed-use runway operations
- Weather

83%

OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 110

Time In Fly Quiet – 6:58

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

July 6th - 10th

Overall Fly Quiet				Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
7/6/16 - 10:30 PM	7/7/16 - 05:50 AM	7:20	81%	7/6/16 - 11:42 PM	7/7/16 - 05:31 AM	4:18	75%	0%
7/7/16 - 11:18 PM	7/8/16 - 05:44 AM	6:26	71%	7/7/16 - 11:50 PM	7/8/16 - 05:44 AM	3:05	83%	0%
7/8/16 - 10:47 PM	7/9/16 - 05:39 AM	6:52	76%	7/8/16 - 11:50 PM	7/9/16 - 05:42 AM	4:46	75%	3%
7/9/16 - 10:28 PM	7/10/16 - 05:43 AM	7:15	81%	7/9/16 - 10:28 PM	7/10/16 - 05:43 AM	6:29	99%	0%
Average				**Average**				
10:45 PM	**5:44 AM**	**6:58**	**77%**	**11:27 PM**	**5:40 AM**	**4:39**	**82%**	**1%**

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.

Comments:

a: There were 0 requests granted for alternative runways during the rotation period.

b: Periods of demand during overall Fly Quiet did not allow for mixed-use runway operations.

c: Start of Fly Quiet delayed and duration of Rotation Test limited on 7/7/16 due to weather conditions in Chicago.

d: Winds were less than 5 knots 46% of the time (potential for east or west flow).

e: Winds were greater than 5 knots and from the west 46% of the time (potential for west flow).

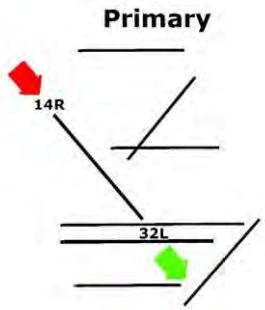
f: Winds were greater than 5 knots and from the east 4% of the time (potential for east flow).

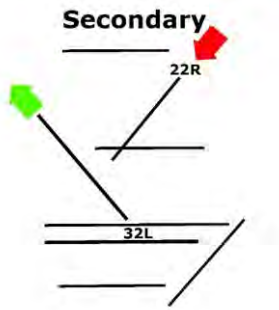
g: Winds were greater than 5 knots and from the south 4% of the time.

FLY QUIET SUMMARY

WEEK OF JULY 10, 2016 (Week 2)

CHICAGO DEPARTMENT OF AVIATION





10:56 PM START

5:38 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections (required for safety)
- FAA Flight Checks
- Demand did not allow for mixed-use runway operations
- Weather

61%

OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 103

Time In Fly Quiet – 6:42

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of July 10th

Overall Fly Quiet				Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
7/10/16 - 11:00 PM	7/11/16 - 05:40 AM	6:40	74%	7/10/16 - 11:40 PM	7/11/16 - 05:40 AM	5:02	57%	0%
7/11/16 - 10:28 PM	7/12/16 - 05:32 AM	7:04	79%	7/12/16 - 12:56 AM	7/12/16 - 05:32 AM	3:54	27%	0%
7/12/16 - 11:02 PM	7/13/16 - 05:35 AM	6:33	73%	7/12/16 - 11:50 PM	7/13/16 - 05:32 AM	4:50	33%	38%
7/14/16 - 12:25 AM	7/14/16 - 05:30 AM	5:05	56%	7/14/16 - 12:38 AM	7/14/16 - 05:30 AM	3:57	0%	77%
7/14/16 - 10:46 PM	7/15/16 - 05:47 AM	7:01	78%	7/15/16 - 12:22 AM	7/15/16 - 05:35 AM	3:53	1%	66%
7/15/16 - 10:52 PM	7/16/16 - 05:48 AM	6:56	77%	7/15/16 - 11:50 PM	7/16/16 - 05:27 AM	4:34	46%	0%
7/16/16 - 10:02 PM	7/17/16 - 05:37 AM	7:35	84%	7/16/16 - 11:32 PM	7/17/16 - 05:37 AM	5:40	83%	0%
Average				Average				
10:56 PM	**5:38 AM**	**6:42**	**74%**	**12:07 AM**	**5:33 AM**	**4:32**	**37%**	**24%**

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.

Comments:

a: There were 10 requests granted for alternative runways during the rotation period.

b: Periods of demand during overall Fly Quiet did not allow for mixed-use runway operations.

c: On the nights of 7/10, 7/11, and 7/12 the start of the Rotation Test was delayed due to FAA flight check on runways for equipment maintenance and/or testing.

d: On the night of 7/13, the start of Fly Quiet was delayed and duration of the Rotation Test was limited due to weather conditions in Chicago.

e: Winds were less than 5 knots 16% of the time (potential for east or west flow).

f: Winds were greater than 5 knots and from the west 45% of the time (potential for west flow).

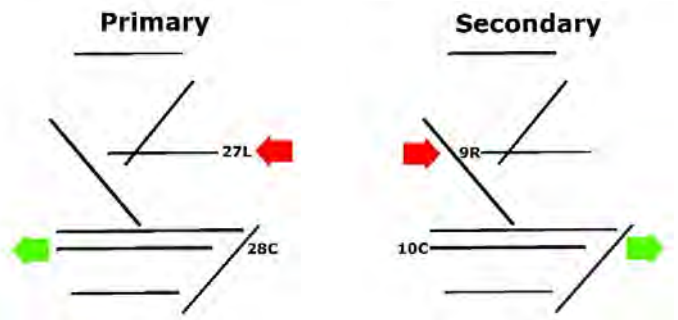
g: Winds were greater than 5 knots and from the east 8% of the time (potential for east flow).

h: Winds were greater than 5 knots and from the south 31% of the time.

FLY QUIET SUMMARY

WEEK OF JULY 17, 2016 (Week 3)

CHICAGO DEPARTMENT OF AVIATION



11:52 PM START

5:44 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections (required for safety)
- FAA Flight Checks
- Weather

61%

OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 95

Time In Fly Quiet – 5:52

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of July 17th

Overall Fly Quiet				Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
7/17/16 - 11:30 PM	7/18/16 - 06:07 AM	6:37	74%	7/17/16 - 11:30 PM	7/18/16 - 05:50 AM	4:29	77%	0%
7/18/16 - 11:12 PM	7/19/16 - 05:29 AM	6:17	70%	7/19/16 - 02:00 AM	7/19/16 - 05:04 AM	1:51	0%	43%
7/19/16 - 10:34 PM	7/20/16 - 05:38 AM	7:04	79%	7/20/16 - 02:27 AM	7/20/16 - 05:33 AM	1:31	17%	33%
7/20/16 - 10:30 PM	7/21/16 - 05:25 AM	6:55	77%	7/21/16 - 01:53 AM	7/21/16 - 05:25 AM	1:25	56%	0%
7/22/16 - 2:12 AM	7/22/16 - 05:59 AM	3:47	42%	7/22/16 - 03:08 AM	7/22/16 - 05:54 AM	2:46	58%	0%
7/22/16 - 10:58 PM	7/23/16 - 05:41 AM	6:43	75%	7/22/16 - 11:25 PM	7/23/16 - 05:41 AM	4:21	71%	0%
7/24/16 - 2:07 AM	7/24/16 - 05:53 AM	3:46	42%	7/24/16 - 02:48 AM	7/24/16 - 05:53 AM	1:15	70%	13%
Average (Week of July 17th)				**Average (Week of July 17th)**				
11:52 PM	**5:44 AM**	**5:52**	**65%**	**1:36 AM**	**5:37 AM**	**2:31**	**49%**	**12%**
Cumulative Week 1 - 3 (July 6 - July 24)				**Cumulative Week 1 - 3 (July 6 - July 24)**				
11:39 PM	**5:42 AM**	**6:24**	**72%**	**12:33 AM**	**5:36 AM**	**3:43**	**51%**	**15%**

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 5 hours and 52 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 61%.

Fly Quiet experienced delays due to thunderstorms on 3 nights and flight checks on 3 nights.

Comments:

a: There were 13 requests granted for alternative runways during the rotation period.

b: On the nights of 7/18, 7/19, and 7/20, the start of the Rotation Test was delayed due to FAA flight check on runways for equipment maintenance and/or testing.

c: On the nights of 7/17, 7/21, and 7/23, the start of Fly Quiet was delayed and duration of the Rotation Test was limited due to weather conditions in Chicago.

d: Winds were less than 5 knots 31% of the time (potential for east or west flow).

e: Winds were greater than 5 knots and from the west 27% of the time (potential for west flow).

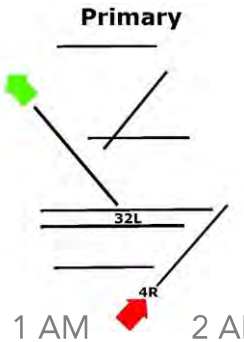
f: Winds were greater than 5 knots and from the east 16% of the time (potential for east flow).

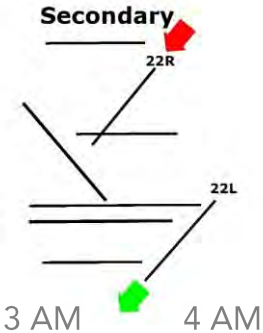
g: Winds were greater than 5 knots and from the south 22% of the time.

FLY QUIET SUMMARY

WEEK OF JULY 24, 2016 (Week 4)

CHICAGO DEPARTMENT OF AVIATION





11:20 PM START

5:46 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100%
80%
60%
40%
20%
0%

- Runway Safety Inspections (required for safety)
- Weather

72%

OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 104

Time In Fly Quiet – 6:26

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of July 24th (Week 4)

Overall Fly Quiet				Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
7/25/16 - 12:05 AM	7/25/16 - 05:56 AM	5:51	65%	7/25/16 - 01:12 AM	7/25/16 - 05:38 AM	3:44	11%	40%
7/25/16 - 10:50 PM	7/26/16 - 05:38 AM	6:48	76%	7/25/16 - 11:21 PM	7/26/16 - 05:38 AM	5:56	80%	0%
7/26/16 - 11:01 PM	7/27/16 - 05:32 AM	6:31	72%	7/26/16 - 11:01 PM	7/27/16 - 05:25 AM	4:44	88%	0%
7/27/16 - 11:00 PM	7/28/16 - 05:40 AM	6:40	74%	7/27/16 - 11:00 PM	7/28/16 - 05:22 AM	4:43	71%	7%
7/29/16 - 12:20 AM	7/29/16 - 05:42 AM	5:22	60%	7/29/16 - 12:25 AM	7/29/16 - 05:42 AM	3:57	81%	0%
7/29/16 - 11:38 PM	7/30/16 - 06:00 AM	6:22	71%	7/29/16 - 11:38 PM	7/30/16 - 05:35 AM	4:35	69%	0%
7/30/16 - 10:28 PM	7/31/16 - 06:00 AM	7:32	84%	7/30/16 - 10:28 PM	7/31/16 - 04:55 AM	5:17	65%	0%
Average (Week of July 24th)				**Average (Week of July 24th)**				
11:20 PM	**5:46 AM**	**6:26**	**72%**	**11:35 PM**	**5:27 AM**	**4:42**	**64%**	**8%**
Cumulative Week 1 - 4 (July 6 - July 31)				**Cumulative Week 1 - 4 (July 6 - July 31)**				
11:15 PM	**5:43 AM**	**6:27**	**72%**	**12:17 AM**	**5:34 AM**	**4:02**	**56%**	**13%**

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 6 hours and 26 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 72%.

Comments:

a: There were 15 requests granted for alternative runways during the rotation period.

b: On the nights of 7/24, 7/28, and 7/29, the start of Fly Quiet was delayed and duration of the Rotation Test was limited due to weather conditions in Chicago.

c: Winds were less than 5 knots 43% of the time (potential for east or west flow).

d: Winds were greater than 5 knots and from the west 19% of the time (potential for west flow).

e: Winds were greater than 5 knots and from the east 12% of the time (potential for east flow).

f: Winds were greater than 5 knots and from the south 0% of the time.

g: Winds were greater than 5 knots and from the north 16% of the time.

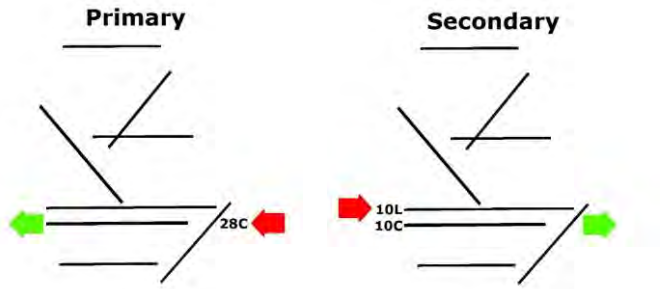
h: Winds were greater than 5 knots and variable 10% of the time.

Updated August 11, 2016

FLY QUIET SUMMARY

WEEK OF JULY 31, 2016 (Week 5)

CHICAGO DEPARTMENT OF AVIATION



10:50 PM START

5:41 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100%
80%
60%
40%
20%
0%

- Runway Safety Inspections (required for safety)
- Weather

79%

OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 103

Time In Fly Quiet – 6:50

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of July 31st (Week 5)								
Overall Fly Quiet				**Runway Rotation Test**				
Start	**Stop**	**Duration (hrs: mins)**	**Percentage of Nighttime[1]**	**Start**	**Stop**	**Duration[2] (hrs: mins)**	**Primary[3]**	**Secondary[3]**
7/31/16 - 10:30 PM	8/1/16 - 05:39 AM	7:09	79%	7/31/16 - 10:58 PM	8/1/16 - 05:39 AM	5:26	74%	0%
8/1/16 - 11:10 PM	8/2/16 - 05:49 AM	6:39	74%	8/1/16 - 11:10 PM	8/2/16 - 05:49 AM	4:46	0%	95%
8/2/16 - 11:05 PM	8/3/16 - 05:41 AM	6:36	73%	8/2/16 - 11:30 PM	8/3/16 - 05:41 AM	4:58	55%	6%
8/3/16 - 10:35 PM	8/4/16 - 05:40 AM	7:05	79%	8/3/16 - 11:38 PM	8/4/16 - 05:40 AM	5:16	75%	0%
8/4/16 - 11:30 PM	8/5/16 - 05:38 AM	6:08	68%	8/4/16 - 11:30 PM	8/5/16 - 05:38 AM	5:18	95%	0%
8/5/16 - 10:32 PM	8/6/16 - 05:36 AM	7:04	79%	8/5/16 - 11:12 PM	8/6/16 - 05:36 AM	5:06	67%	2%
8/6/16 - 10:33 PM	8/7/16 - 05:45 AM	7:12	80%	8/6/16 - 10:48 PM	8/7/16 - 05:45 AM	5:55	90%	0%
Average (Week of July 31st)				**Average (Week of July 31st)**				
10:50 PM	**5:41 AM**	**6:50**	**76%**	**11:15 PM**	**5:41 AM**	**5:15**	**65%**	**14%**
Cumulative Week 1 - 5 (July 6 - August 7)				**Cumulative Week 1 - 5 (July 6 - August 7)**				
11:11 PM	**5:42 AM**	**6:31**	**73%**	**12:16 AM**	**5:35 AM**	**4:18**	**58%**	**13%**

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 6 hours and 50 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 79%.

Comments:

a: There were 3 requests granted for alternative runways during the rotation period.

b: On the night of 8/4, the start of Fly Quiet was delayed and duration of the Rotation Test was limited due to weather conditions in Chicago.

c: Winds were less than 5 knots 57% of the time (potential for east or west flow).

d: Winds were greater than 5 knots and from the west 27% of the time (potential for west flow).

e: Winds were greater than 5 knots and from the east 14% of the time (potential for east flow).

f: Winds were greater than 5 knots and from the south 0% of the time.

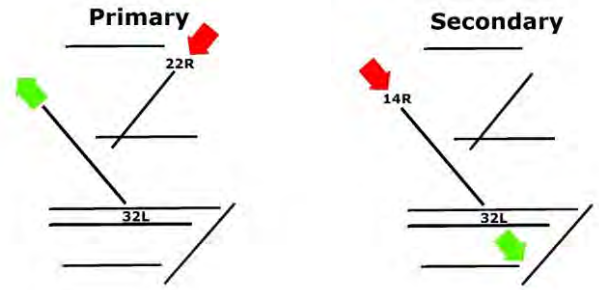
g: Winds were greater than 5 knots and from the north 0% of the time.

h: Winds were greater than 5 knots and variable 2% of the time.

FLY QUIET SUMMARY

WEEK OF AUGUST 7, 2016 (Week 6)

CHICAGO DEPARTMENT OF AVIATION



10:44 PM START

5:39 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100%
80%
60%
40%
20%
0%

- Runway Safety Inspections (required for safety)
- Weather

71%

OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 110

Time In Fly Quiet – 6:54

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of August 7th (Week 6)

Overall Fly Quiet				Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
8/7/16 - 10:40 PM	8/8/16 - 05:50 AM	7:10	80%	--	--	0:00	30%	1%
8/8/16 - 10:40 PM	8/9/16 - 05:37 AM	6:57	77%	8/8/16 - 10:47 PM	8/9/16 - 05:33 AM	6:38	91%	2%
8/9/16 - 10:44 PM	8/10/16 - 05:30 AM	6:46	75%	8/9/16 - 10:46 PM	8/10/16 - 05:30 AM	6:01	86%	1%
8/10/16 - 10:40 PM	8/11/16 - 05:38 AM	6:58	77%	8/10/16 - 11:41 PM	8/11/16 - 05:38 AM	5:22	56%	4%
8/11/16 - 10:57 PM	8/12/16 - 05:42 AM	6:45	75%	8/11/16 - 10:59 PM	8/12/16 - 05:07 AM	4:08	71%	0%
8/12/16 - 11:30 PM	8/13/16 - 05:42 AM	6:12	69%	8/12/16 - 11:40 PM	8/13/16 - 05:39 AM	5:11	72%	4%
8/13/16 - 10:02 PM	8/14/16 - 05:38 AM	7:36	84%	8/13/16 - 10:15 PM	8/14/16 - 05:38 AM	6:00	82%	0%
Average (Week of August 7th)				**Average (Week of August 7th)**				
10:44 PM	**5:39 AM**	**6:54**	**77%**	**11:01 AM**	**5:30 PM**	**4:28**	**69%**	**2%**
Cumulative Week 1 - 6 (July 6 - August 13)				**Cumulative Week 1 - 6 (July 6 - August 13)**				
11:05 PM	**5:42 AM**	**6:35**	**73%**	**12:13 AM**	**5:34 AM**	**4:20**	**60%**	**11%**

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 6 hours and 54 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 71%.

On the night of 8/7, the rotation configuration was not fully implemented due to strong winds from the northeast.

Comments:

a: There were 7 requests granted for alternative runways during the rotation period.

b: On the night of 8/12, the start of Fly Quiet was delayed and duration of the Rotation Test was limited due to weather conditions around the country.

c: Winds were less than 5 knots 28% of the time (potential for east or west flow).

d: Winds were greater than 5 knots and from the west 31% of the time (potential for west flow).

e: Winds were greater than 5 knots and from the east 35% of the time (potential for east flow).

f: Winds were greater than 5 knots and from the south 6% of the time.

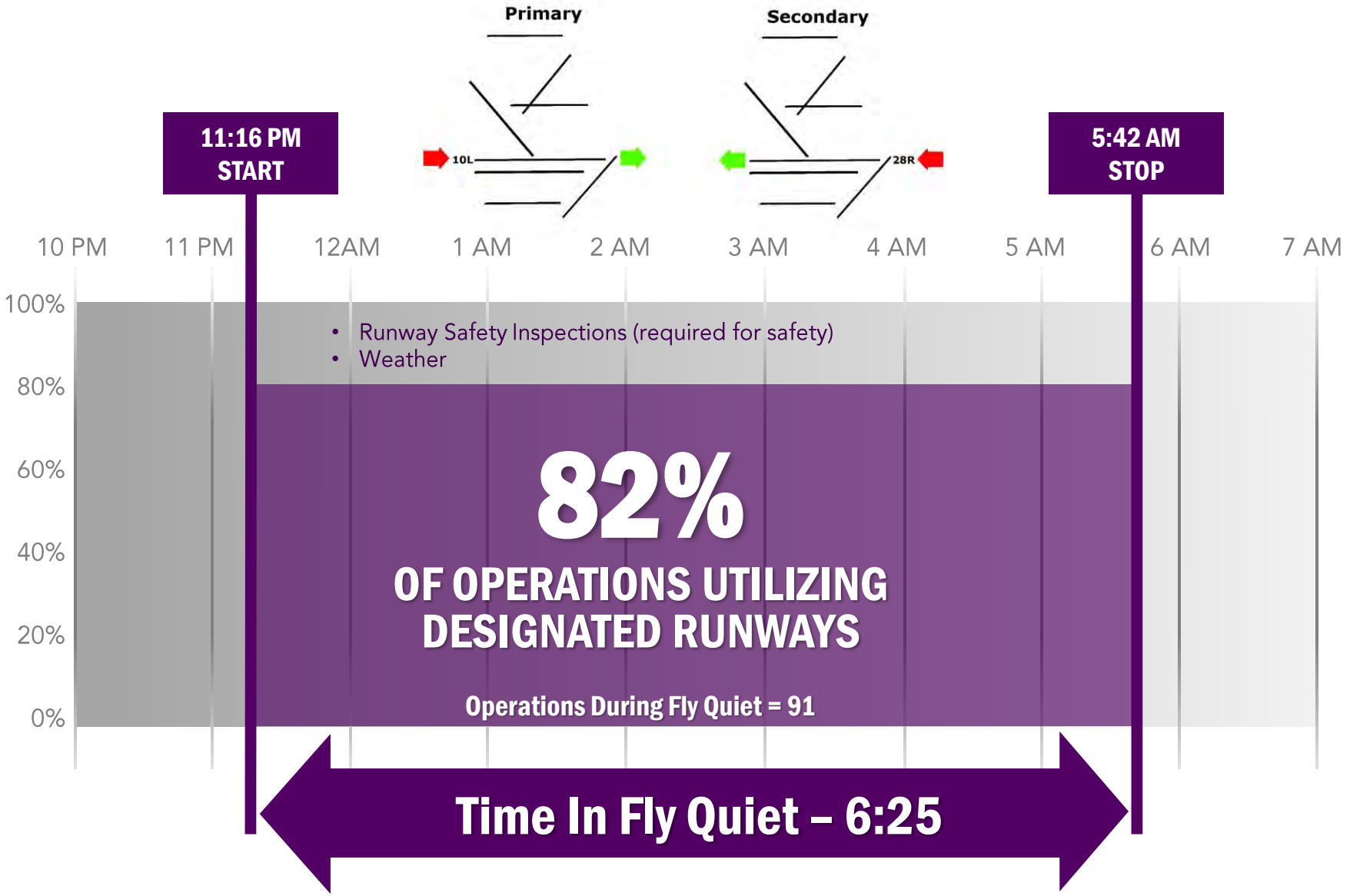
g: Winds were greater than 5 knots and from the north 0% of the time.

h: Winds were greater than 5 knots and variable 0% of the time.

FLY QUIET SUMMARY

WEEK OF AUGUST 14, 2016 (Week 7)

CHICAGO DEPARTMENT OF AVIATION



Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

Week of August 14th (Week 7)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
8/14/16 - 11:45 PM	8/15/16 - 05:50 AM	6:05	68%	73	8/15/16 - 12:00 AM	8/15/16 - 05:40 AM	4:28	75%	1%
8/15/16 - 10:48 PM	8/16/16 - 05:38 AM	6:50	76%	109	8/15/16 - 11:18 PM	8/16/16 - 05:38 AM	5:35	62%	24%
8/16/16 - 11:04 PM	8/17/16 - 05:36 AM	6:32	73%	95	8/16/16 - 11:29 PM	8/17/16 - 05:30 AM	5:19	79%	8%
8/17/16 - 10:55 PM	8/18/16 - 05:36 AM	6:41	74%	109	8/17/16 - 11:45 PM	8/18/16 - 05:36 AM	4:52	25%	48%
8/19/16 - 12:20 AM	8/19/16 - 05:42 AM	5:22	60%	55	8/19/16 - 12:30 AM	8/19/16 - 05:42 AM	4:25	0%	87%
8/19/16 - 11:30 PM	8/20/16 - 05:40 AM	6:10	69%	81	8/20/16 - 12:10 AM	8/20/16 - 05:39 AM	4:44	0%	80%
8/20/16 - 10:36 PM	8/21/16 - 05:55 AM	7:19	81%	112	8/20/16 - 10:59 PM	8/21/16 - 05:55 AM	6:32	0%	83%
Average (Week of August 14th)					**Average (Week of August 14th)**				
11:16 PM	**5:42 AM**	**6:25**	**71%**	**91**	**11:44 PM**	**5:40 AM**	**5:07**	**35%**	**46%**
Cumulative Week 1 - 7 (July 6 - August 20)					**Cumulative Week 1 - 7 (July 6 - August 20)**				
11:07 PM	**5:42 AM**	**6:34**	**73%**	**102**	**11:51 PM**	**5:35 AM**	**4:27**	**56%**	**17%**

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 6 hours and 25 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 82%.

Comments:

a: There were 0 requests granted for alternative runways during the rotation period.

b: On the nights of 8/14, 8/18, and 8/19, the start of Fly Quiet was delayed and duration of the Rotation Test was limited due to weather conditions around the country.

c: Winds were less than 5 knots 29% of the time (potential for east or west flow).

d: Winds were greater than 5 knots and from the west 39% of the time (potential for west flow).

e: Winds were greater than 5 knots and from the east 10% of the time (potential for east flow).

f: Winds were greater than 5 knots and from the south 20% of the time.

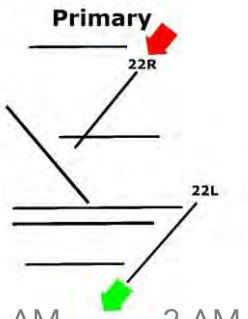
g: Winds were greater than 5 knots and from the north 2% of the time.

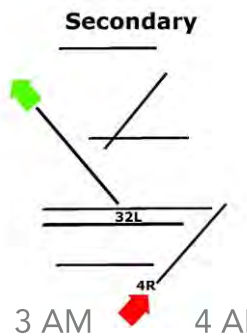
h: Winds were greater than 5 knots and variable 0% of the time.

FLY QUIET SUMMARY

WEEK OF AUGUST 21, 2016 (Week 8)

CHICAGO DEPARTMENT OF AVIATION





10:31 PM START

5:37 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections (required for safety)

74%

OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 101

Time In Fly Quiet – 7:06

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of August 21st (Week 8)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
8/21/16 - 10:30 PM	8/22/16 - 05:36 AM	7:06	79%	103	8/21/16 - 10:51 PM	8/22/16 - 05:36 AM	5:37	64%	0%
8/22/16 - 10:17 PM	8/23/16 - 05:39 AM	7:22	82%	133	8/22/16 - 10:17 PM	8/23/16 - 05:19 AM	6:02	83%	0%
8/23/16 - 10:20 PM	8/24/16 - 05:34 AM	7:14	80%	102	8/23/16 - 10:20 PM	8/24/16 - 05:34 AM	6:05	83%	0%
8/24/16 - 10:55 PM	8/25/16 - 05:39 AM	6:44	75%	91	8/24/16 - 10:55 PM	8/25/16 - 05:39 AM	5:41	77%	0%
8/25/16 - 10:30 PM	8/26/16 - 05:36 AM	7:06	79%	110	8/25/16 - 10:55 PM	8/26/16 - 05:36 AM	5:57	75%	1%
8/26/16 - 10:52 PM	8/27/16 - 05:44 AM	6:52	76%	92	8/26/16 - 11:37 PM	8/27/16 - 04:53 AM	5:11	3%	40%
8/27/16 - 10:18 PM	8/28/16 - 05:37 AM	7:19	81%	78	8/27/16 - 10:17 PM	8/28/16 - 05:37 AM	5:57	71%	15%
Average (Week of August 21st)					**Average (Week of August 21st)**				
10:31 PM	**5:37 AM**	**7:06**	**79%**	**101**	**10:44 PM**	**5:27 AM**	**5:47**	**67%**	**7%**
Cumulative Week 1 - 8 (July 6 - August 27)					**Cumulative Week 1 - 8 (July 6 - August 27)**				
11:02 PM	**5:41 AM**	**6:38**	**74%**	**102**	**11:42 PM**	**5:34 AM**	**4:37**	**57%**	**16%**

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 6 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 74%.

Comments:

a: There were 19 requests granted for alternative runways during the rotation period.

b: Winds were less than 5 knots 18% of the time (potential for east or west flow).

c: Winds were greater than 5 knots and from the west 37% of the time (potential for west flow).

d: Winds were greater than 5 knots and from the east 14% of the time (potential for east flow).

e: Winds were greater than 5 knots and from the south 29% of the time.

f: Winds were greater than 5 knots and from the north 2% of the time.

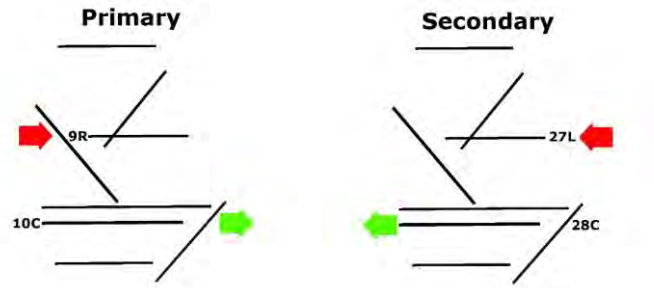
g: Winds were greater than 5 knots and variable 0% of the time.

September 2, 2016

FLY QUIET SUMMARY

WEEK OF AUGUST 28, 2016 (Week 9)

CHICAGO DEPARTMENT OF AVIATION



11:03 PM START

5:44 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections (required for safety)
- FAA Flight Checks
- Weather

48%

OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 76

Time In Fly Quiet – 6:41

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of August 28th (Week 9)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
8/28/16 - 11:04 PM	8/29/16 - 05:50 AM	6:46	75%	79	--	--	0:00	8%	0%
8/30/16 - 12:02 AM	8/30/16 - 05:35 AM	5:33	62%	53	8/30/16 - 12:02 AM	8/30/16 - 05:35 AM	3:32	0%	83%
8/30/16 - 11:20 PM	8/31/16 - 05:47 AM	6:27	72%	67	8/31/16 - 12:50 AM	8/31/16 - 05:47 AM	3:08	22%	39%
8/31/16 - 10:35 PM	9/1/16 - 05:40 AM	7:05	79%	108	9/1/16 - 02:18 AM	9/1/16 - 05:33 AM	3:15	7%	42%
9/1/16 - 11:50 PM	9/2/16 - 05:40 AM	5:50	65%	63	9/1/16 - 11:50 PM	9/2/16 - 05:40 AM	3:54	86%	0%
9/2/16 - 10:28 PM	9/3/16 - 05:42 AM	7:14	80%	90	9/3/16 - 02:26 AM	9/3/16 - 02:30 AM	0:04	20%	0%
9/3/16 - 10:04 PM	9/4/16 - 06:00 AM	7:56	88%	72	9/3/16 - 10:47 PM	9/4/16 - 05:36 AM	5:34	56%	0%
Average (Week of August 28th)					**Average (Week of August 28th)**				
11:03 PM	**5:44 AM**	**6:41**	**74%**	**76**	**12:42 PM**	**5:06 PM**	**2:46**	**27%**	**22%**
Cumulative Week 1 - 9 (July 6 - September 3)					**Cumulative Week 1 - 9 (July 6 - September 3)**				
11:02 PM	**5:42 AM**	**6:38**	**73%**	**99**	**11:49 PM**	**5:31 AM**	**4:25**	**54%**	**16%**

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 6 hours and 41 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 48%.

The rotation configuration was not fully implemented on some nights due to strong weather and FAA flight checks.

Comments:

a: There were 7 requests granted for alternative runways during the rotation period.

b: On the night of 9/1 the start of Fly Quiet was delayed and duration of the Rotation Test was limited due to weather conditions around the country.

c: On the nights of 8/30 and 8/31 the start of the Rotation Test was delayed due to FAA flight check on runways for equipment maintenance and/or testing.

d: Winds were less than 5 knots 35% of the time (potential for east or west flow).

e: Winds were greater than 5 knots and from the west 6% of the time (potential for west flow).

f: Winds were greater than 5 knots and from the east 31% of the time (potential for east flow).

g: Winds were greater than 5 knots and from the south 0% of the time.

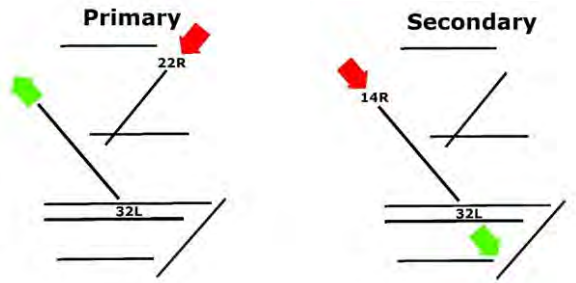
h: Winds were greater than 5 knots and from the north 29% of the time.

i: Winds were greater than 5 knots and variable 0% of the time.

FLY QUIET SUMMARY

WEEK OF SEPTEMBER 4, 2016 (Week 10)

CHICAGO DEPARTMENT OF AVIATION



10:25 PM START

5:40 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections
- Runway Requests
- Thunderstorms (9/7/16)

78%

OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 95

Time In Fly Quiet – 7:15

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

Week of September 4th (Week 10)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
9/4/16 - 10:26 PM	9/5/16 - 05:38 AM	7:12	80%	67	9/4/16 - 10:56 PM	9/5/16 - 05:38 AM	6:00	0%	73%
9/5/16 - 10:02 PM	9/6/16 - 05:43 AM	7:41	85%	112	9/5/16 - 11:37 PM	9/6/16 - 05:43 AM	5:11	0%	38%
9/6/16 - 10:24 PM	9/7/16 - 05:32 AM	7:08	79%	96	9/6/16 - 10:43 PM	9/7/16 - 05:32 AM	6:01	85%	5%
9/7/16 - 11:40 PM	9/8/16 - 05:36 AM	5:56	66%	80	9/7/16 - 11:59 PM	9/8/16 - 05:36 AM	5:37	78%	1%
9/8/16 - 10:17 PM	9/9/16 - 05:50 AM	7:33	84%	113	9/8/16 - 10:17 PM	9/9/16 - 05:50 AM	6:07	88%	5%
9/9/16 - 10:10 PM	9/10/16 - 05:49 AM	7:39	85%	111	9/9/16 - 10:10 PM	9/10/16 - 05:49 AM	6:44	79%	7%
9/10/16 - 10:02 PM	9/11/16 - 05:38 AM	7:36	84%	83	9/10/16 - 10:20 PM	9/11/16 - 05:38 AM	6:24	83%	2%
Average (Week of September 4th)					**Average (Week of September 4th)**				
10:25 PM	**5:40 AM**	**7:15**	**81%**	**95**	**10:51 PM**	**5:40 AM**	**6:00**	**60%**	**17%**
Cumulative Week 1 - 10 (July 6 - September 10)					**Cumulative Week 1 - 10 (July 6 - September 10)**				
10:58 PM	**5:41 AM**	**6:42**	**74%**	**97**	**11:43 PM**	**5:32 AM**	**4:34**	**54%**	**17%**

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 15 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 78%.

Comments:

a: There were 15 requests granted for alternative runways during the rotation period.

b: On the night of 9/5 the start of the Rotation Test was delayed due to weather conditions around the country.

c: On the night of 9/7 the start of Fly Quiet was delayed and duration of the Rotation Test was limited due to weather conditions around the country.

d: Winds were less than 5 knots 19% of the time (potential for east or west flow).

e: Winds were greater than 5 knots and from the west 57% of the time (potential for west flow).

f: Winds were greater than 5 knots and from the east 8% of the time (potential for east flow).

g: Winds were greater than 5 knots and from the south 14% of the time.

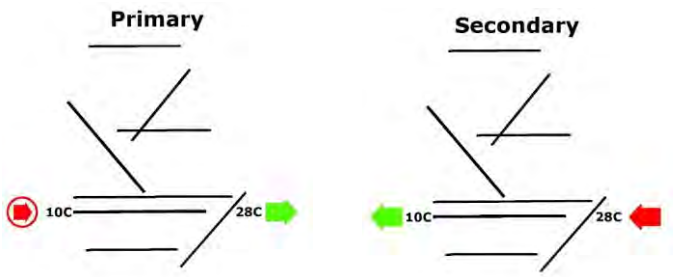
h: Winds were greater than 5 knots and from the north 0% of the time.

i: Winds were greater than 5 knots and variable 2% of the time.

FLY QUIET SUMMARY

WEEK OF SEPTEMBER 11, 2016 (Week 11)

CHICAGO DEPARTMENT OF AVIATION



10:23 PM START

5:43 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections
- Periods of demand did not allow for mixed-use runway operations

83%

OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 94

Time In Fly Quiet – 7:20

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

Week of September 11th (Week 11)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
9/11/16 - 10:33 PM	9/12/16 - 05:41 AM	7:08	79%	86	9/11/16 - 10:55 PM	9/12/16 - 05:41 AM	5:56	88%	0%
9/12/16 - 10:31 PM	9/13/16 - 05:42 AM	7:11	80%	89	9/12/16 - 10:45 PM	9/13/16 - 05:42 AM	6:57	52%	40%
9/13/16 - 10:28 PM	9/14/16 - 05:41 AM	7:13	80%	83	9/13/16 - 10:28 PM	9/14/16 - 05:41 AM	7:13	88%	0%
9/14/16 - 10:23 PM	9/15/16 - 05:50 AM	7:27	83%	116	9/14/16 - 10:23 PM	9/15/16 - 05:50 AM	7:27	87%	0%
9/15/16 - 10:27 PM	9/16/16 - 05:50 AM	7:23	82%	99	9/15/16 - 10:34 PM	9/16/16 - 05:50 AM	7:16	85%	0%
9/16/16 - 10:20 PM	9/17/16 - 05:39 AM	7:19	81%	100	9/16/16 - 10:27 PM	9/17/16 - 05:39 AM	5:20	0%	71%
9/17/16 - 10:00 PM	9/18/16 - 05:42 AM	7:42	86%	82	9/17/16 - 11:31 PM	9/18/16 - 05:42 AM	5:09	1%	71%
Average (Week of September 11th)					**Average (Week of September 11th)**				
10:23 PM	**5:43 AM**	**7:20**	**82%**	**94**	**10:43 PM**	**5:43 AM**	**6:28**	**58%**	**25%**
Cumulative Week 1 - 11 (July 6 - September 17)					**Cumulative Week 1 - 11 (July 6 - September 17)**				
10:55 PM	**5:42 AM**	**6:46**	**75%**	**97**	**11:37 PM**	**5:33 AM**	**4:45**	**55%**	**18%**

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 20 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 83%.

Comments:

a: There was 1 request granted for alternative runways during the rotation period.

b: Periods of demand during overall Fly Quiet did not allow for mixed-use runway operations.

c: Winds were less than 5 knots 14% of the time (potential for east or west flow).

d: Winds were greater than 5 knots and from the west 31% of the time (potential for west flow).

e: Winds were greater than 5 knots and from the east 27% of the time (potential for east flow).

f: Winds were greater than 5 knots and from the south 20% of the time.

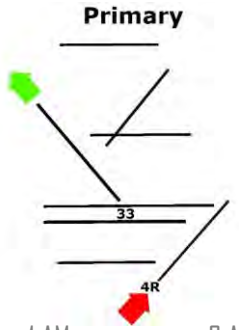
g: Winds were greater than 5 knots and from the north 8% of the time.

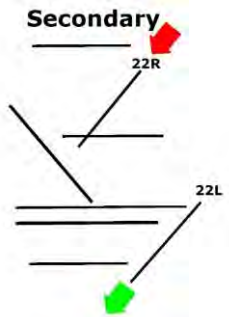
h: Winds were greater than 5 knots and variable 0% of the time.

FLY QUIET SUMMARY

WEEK OF SEPTEMBER 18, 2016 (Week 12)

CHICAGO DEPARTMENT OF AVIATION





10:27 PM START

5:46 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections
- Thunderstorms
- Strong Winds

72%

OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 96

Time In Fly Quiet – 7:18

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of September 18th (Week 12)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
9/18/16 - 10:14 PM	9/19/16 - 05:43 AM	7:29	83%	91	9/18/16 - 10:58 PM	9/19/16 - 05:43 AM	5:54	0%	70%
9/19/16 - 10:18 PM	9/20/16 - 05:48 AM	7:30	83%	118	9/19/16 - 10:52 PM	9/20/16 - 05:48 AM	5:23	88%	3%
9/20/16 - 10:27 PM	9/21/16 - 05:41 AM	7:14	80%	89	9/20/16 - 10:48 PM	9/21/16 - 05:41 AM	5:03	61%	24%
9/21/16 - 11:25 PM	9/22/16 - 05:32 AM	6:07	68%	93	9/21/16 - 11:47 PM	9/22/16 - 05:32 AM	5:45	84%	1%
9/22/16 - 10:30 PM	9/23/16 - 05:58 AM	7:28	83%	99	9/22/16 - 10:42 PM	9/23/16 - 05:58 AM	7:16	96%	0%
9/23/16 - 10:20 PM	9/24/16 - 05:54 AM	7:34	84%	99	--	--	0:00	0%	0%
9/24/16 - 10:00 PM	9/25/16 - 05:46 AM	7:46	86%	86	9/24/16 - 10:07 PM	9/25/16 - 05:36 AM	6:27	78%	1%
Average (Week of September 18th)					**Average (Week of September 18th)**				
10:27 PM	**5:46 AM**	**7:18**	**81%**	**96**	**10:52 PM**	**5:43 PM**	**5:06**	**59%**	**13%**
Cumulative Week 1 - 12 (July 6 - September 24)					**Cumulative Week 1 - 12 (July 6 - September 24)**				
10:53 PM	**5:42 AM**	**6:48**	**75%**	**97**	**11:33 PM**	**5:34 AM**	**4:46**	**55%**	**17%**

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 18 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 72%.

The rotation configuration was not fully implemented on some nights due to strong weather.

Comments:

a: There were 10 requests granted for alternative runways during the rotation period.

b: On the night of 9/21 the start of Fly Quiet was delayed and duration of the Rotation Test was limited due to weather in the Chicago area.

c: On the night of 9/23 the Rotation Test was limited due to strong winds from the east that precluded use of the primary or secondary configuration.

d: Winds were less than 5 knots 23% of the time (potential for east or west flow).

e: Winds were greater than 5 knots and from the west 4% of the time (potential for west flow).

f: Winds were greater than 5 knots and from the east 55% of the time (potential for east flow).

g: Winds were greater than 5 knots and from the south 6% of the time.

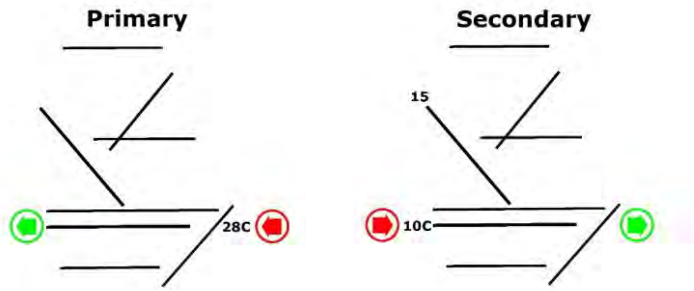
h: Winds were greater than 5 knots and from the north 8% of the time.

i: Winds were greater than 5 knots and variable 4% of the time.

FLY QUIET SUMMARY

WEEK OF SEPTEMBER 25, 2016 (Week 13)

CHICAGO DEPARTMENT OF AVIATION



10:27 PM START

5:36 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections (required for safety)
- Demand did not allow for mixed-use runway operations

80%

OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 97

Time In Fly Quiet – 7:09

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

Week of September 25th (Week 13)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
9/25/16 - 10:49 PM	9/26/16 - 05:45 AM	6:56	77%	91	9/25/16 - 10:49 PM	9/26/16 - 05:40 AM	6:51	89%	0%
9/26/16 - 10:00 PM	9/27/16 - 05:30 AM	7:30	83%	120	9/26/16 - 10:35 PM	9/27/16 - 05:30 AM	6:55	76%	0%
9/27/16 - 10:22 PM	9/28/16 - 05:25 AM	7:03	78%	87	9/27/16 - 11:17 PM	9/28/16 - 05:37 AM	5:29	51%	26%
9/28/16 - 10:50 PM	9/29/16 - 05:40 AM	6:50	76%	96	9/28/16 - 11:21 PM	9/29/16 - 05:40 AM	5:24	0%	75%
9/29/16 - 10:35 PM	9/30/16 - 05:37 AM	7:02	78%	102	9/29/16 - 11:03 PM	9/30/16 - 05:37 AM	5:43	0%	85%
9/30/16 - 10:29 PM	10/1/16 - 05:37 AM	7:08	79%	100	9/30/16 - 11:30 PM	10/1/16 - 05:46 AM	5:27	0%	73%
10/1/16 - 10:04 PM	10/2/16 - 05:39 AM	7:35	84%	80	10/1/16 - 10:19 PM	10/2/16 - 05:39 AM	7:20	89%	0%
Average (Week of September 25th)					**Average (Week of September 25th)**				
10:27 PM	**5:36 AM**	**7:09**	**79%**	**97**	**10:59 PM**	**5:38 AM**	**6:09**	**42%**	**38%**
Cumulative Week 1 - 13 (July 6 - October 1)					**Cumulative Week 1 - 13 (July 6 - October 1)**				
10:50 PM	**5:41 AM**	**6:50**	**76%**	**97**	**11:31 PM**	**5:34 AM**	**4:53**	**54%**	**19%**

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 9 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 80%.

Comments:

a: There were 0 requests granted for alternative runways during the rotation period.

b: Periods of demand during overall Fly Quiet did not allow for mixed-use runway operations.

c: Winds were less than 5 knots 2% of the time (potential for east or west flow).

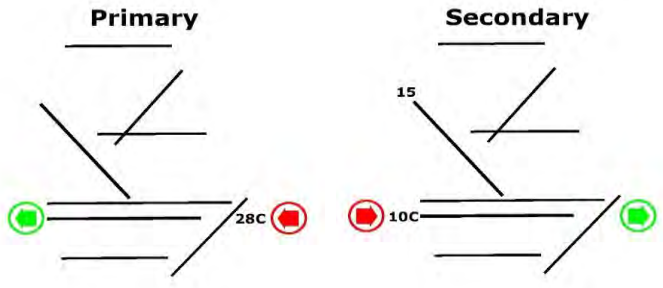
d: Winds were greater than 5 knots and from the west 45% of the time (potential for west flow).

e: Winds were greater than 5 knots and from the east 37% of the time (potential for east flow).

f: Winds were greater than 5 knots and from the south 0% of the time.

g: Winds were greater than 5 knots and from the north 16% of the time.

h: Winds were greater than 5 knots and variable 0% of the time.

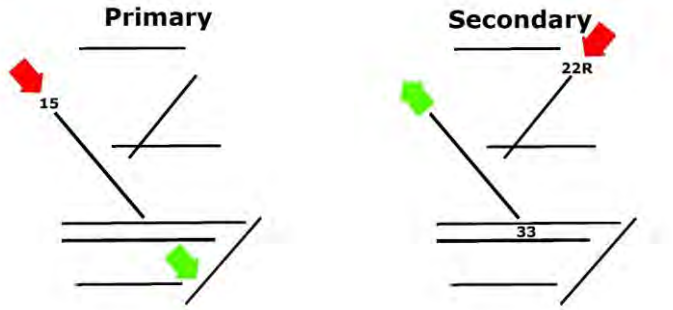


October 7, 2016

FLY QUIET SUMMARY

WEEK OF OCTOBER 2, 2016 (Week 14)

CHICAGO DEPARTMENT OF AVIATION



10:32 PM START

5:39 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections (required for safety)
- Weather
- Construction
- Demand did not allow for mixed-use runway operations

63%

OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 92

Time In Fly Quiet – 7:07

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of October 2nd (Week 14)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
10/2/16 - 10:20 PM	10/3/16 - 05:40 AM	7:20	81%	113	--	--	0:00	0%	35%
10/3/16 - 11:17 PM	10/4/16 - 05:50 AM	6:33	73%	62	10/3/16 - 11:17 PM	10/4/16 - 05:25 AM	6:08	92%	0%
10/4/16 - 10:33 PM	10/5/16 - 05:28 AM	6:55	77%	84	10/4/16 - 10:33 PM	10/5/16 - 05:28 AM	6:39	75%	0%
10/5/16 - 10:30 PM	10/6/16 - 05:53 AM	7:23	82%	111	10/5/16 - 11:01 PM	10/6/16 - 05:53 AM	6:52	78%	10%
10/6/16 - 10:30 PM	10/7/16 - 05:35 AM	7:05	79%	110	10/6/16 - 11:15 PM	10/7/16 - 05:35 AM	5:03	70%	0%
10/7/16 - 10:30 PM	10/8/16 - 05:33 AM	7:03	78%	85	--	--	0:00	0%	19%
10/8/16 - 10:05 PM	10/9/16 - 05:37 AM	7:32	84%	81	10/8/16 - 11:28 PM	10/9/16 - 05:37 AM	6:09	56%	16%
Average (Week of October 2nd)					**Average (Week of October 2nd)**				
10:32 PM	**5:39 AM**	**7:07**	**79%**	**92**	**11:07 PM**	**5:36 AM**	**4:24**	**51%**	**12%**
Cumulative Week 1 - 14 (July 6 - October 8)					**Cumulative Week 1 - 14 (July 6 - October 8)**				
10:49 PM	**5:41 AM**	**6:51**	**76%**	**96**	**11:29 PM**	**5:34 AM**	**4:51**	**54%**	**18%**

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 7 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 63%.

Comments:

a: There were 6 requests granted for alternative runways during the rotation period.

b: On the night of 10/7 the Rotation Test was restricted due to weather in the Chicago area and construction.

c: Periods of demand during overall Fly Quiet did not allow for mixed-use runway operations.

d: Winds were less than 5 knots 27% of the time (potential for east or west flow).

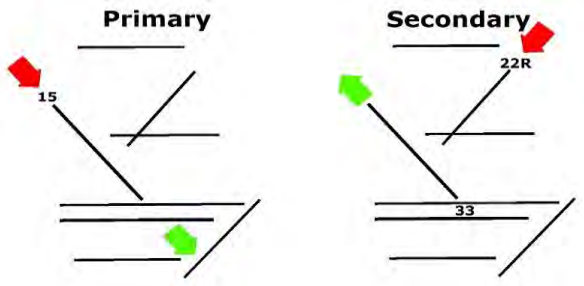
e: Winds were greater than 5 knots and from the west 31% of the time (potential for west flow).

f: Winds were greater than 5 knots and from the east 29% of the time (potential for east flow).

g: Winds were greater than 5 knots and from the south 13% of the time.

h: Winds were greater than 5 knots and from the north 0% of the time.

i: Winds were greater than 5 knots and variable 0% of the time.

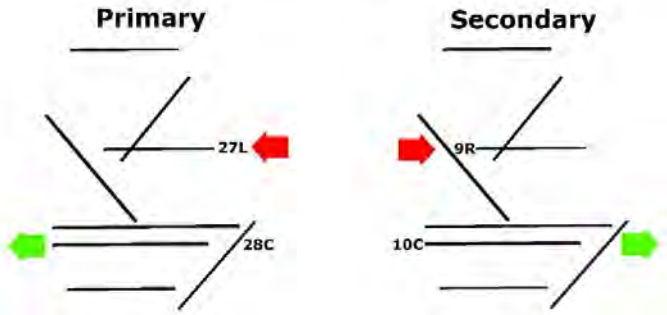


October 14, 2016

FLY QUIET SUMMARY

WEEK OF OCTOBER 9, 2016 (Week 15)

CHICAGO DEPARTMENT OF AVIATION



10:22 PM START

5:39 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections (required for safety)
- Weather

78%

OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 93

Time In Fly Quiet – 7:17

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of October 9th (Week 15)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
10/9/16 - 10:43 PM	10/10/16 - 05:45 AM	7:02	78%	97	10/9/16 - 10:43 PM	10/10/16 - 05:17 AM	5:45	76%	0%
10/10/16 - 10:25 PM	10/11/16 - 05:30 AM	7:05	79%	91	10/11/16 - 2:11 AM	10/11/16 - 05:30 AM	1:40	24%	19%
10/11/16 - 10:33 PM	10/12/16 - 05:28 AM	6:55	77%	79	10/11/16 - 10:33 PM	10/12/16 - 05:28 AM	6:10	85%	0%
10/12/16 - 10:19 PM	10/13/16 - 05:41 AM	7:22	82%	107	10/12/16 - 11:19 PM	10/13/16 - 05:41 AM	3:03	79%	0%
10/13/16 - 10:03 PM	10/14/16 - 05:46 AM	7:43	86%	130	10/13/16 - 10:03 PM	10/14/16 - 05:46 AM	5:58	93%	0%
10/14/16 - 10:22 PM	10/15/16 - 05:40 AM	7:18	81%	92	10/14/16 - 10:22 PM	10/15/16 - 05:18 AM	5:19	86%	0%
10/15/16 - 10:10 PM	10/16/16 - 05:44 AM	7:34	84%	56	10/15/16 - 10:10 PM	10/16/16 - 05:44 AM	6:05	77%	4%
Average (Week of October 9th)					**Average (Week of October 9th)**				
10:22 PM	**5:39 AM**	**7:17**	**81%**	**93**	**11:03 PM**	**5:32 AM**	**4:51**	**75%**	**3%**
Cumulative Week 1 - 15 (July 6 - October 15)					**Cumulative Week 1 - 15 (July 6 - October 15)**				
10:47 PM	**5:41 AM**	**6:53**	**76%**	**96**	**11:27 PM**	**5:34 AM**	**4:51**	**55%**	**17%**

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 17 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 78%.

Comments:

a: There were 3 requests granted for alternative runways during the rotation period.

b: Winds were less than 5 knots 27% of the time (potential for east or west flow).

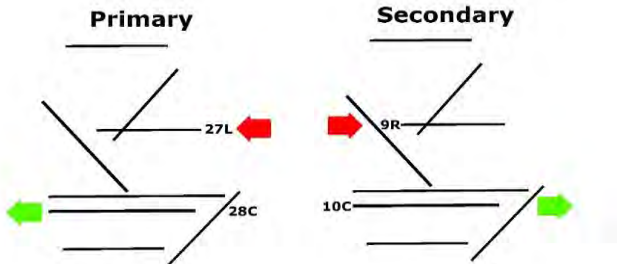
c: Winds were greater than 5 knots and from the west 41% of the time (potential for west flow).

d: Winds were greater than 5 knots and from the east 8% of the time (potential for east flow).

e: Winds were greater than 5 knots and from the south 24% of the time.

f: Winds were greater than 5 knots and from the north 0% of the time.

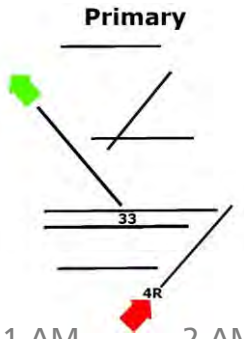
g: Winds were greater than 5 knots and variable 0% of the time.

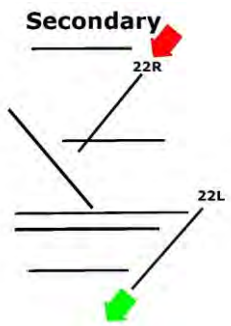


FLY QUIET SUMMARY

WEEK OF OCTOBER 16, 2016 (Week 16)

CHICAGO DEPARTMENT OF AVIATION





10:31 PM START

5:36 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections (required for safety)
- Weather

64%

OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 94

Time In Fly Quiet – 7:05

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of October 16th (Week 16)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
10/16/16 - 10:48 PM	10/17/16 - 05:45 AM	6:57	77%	98	--	--	0:00	0%	0%
10/17/16 - 10:43 PM	10/18/16 - 05:31 AM	6:48	76%	88	10/17/16 - 10:43 PM	10/18/16 - 05:31 AM	5:36	0%	78%
10/18/16 - 10:41 PM	10/19/16 - 05:32 AM	6:51	76%	79	10/18/16 - 10:41 PM	10/19/16 - 05:32 AM	5:57	92%	3%
10/19/16 - 10:47 PM	10/20/16 - 05:39 AM	6:52	76%	100	10/19/16 - 11:29 PM	10/20/16 - 05:39 AM	4:23	73%	0%
10/20/16 - 10:17 PM	10/21/16 - 05:34 AM	7:17	81%	110	10/20/16 - 11:13 PM	10/21/16 - 05:34 AM	5:01	73%	0%
10/21/16 - 10:23 PM	10/22/16 - 05:30 AM	7:07	79%	97	10/21/16 - 10:23 PM	10/22/16 - 05:30 AM	6:12	0%	79%
10/22/16 - 10:02 PM	10/23/16 - 05:47 AM	7:45	86%	84	10/22/16 - 10:39 PM	10/23/16 - 05:39 AM	5:06	0%	51%
Average (Week of October 16th)					**Average (Week of October 16th)**				
10:31 PM	**5:36 AM**	**7:05**	**79%**	**94**	**10:51 AM**	**5:34 PM**	**4:36**	**34%**	**29%**
Cumulative Week 1 - 16 (July 6 - October 22)					**Cumulative Week 1 - 16 (July 6 - October 22)**				
10:46 PM	**5:41 AM**	**6:54**	**76%**	**96**	**11:25 PM**	**5:34 AM**	**4:50**	**54%**	**18%**

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 5 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 64%.

Comments:

a: There were 17 requests granted for alternative runways during the rotation period.

b: On the night of 10/16 the Rotation Test was restricted due to weather in the Chicago area.

c: Winds were less than 5 knots 10% of the time (potential for east or west flow).

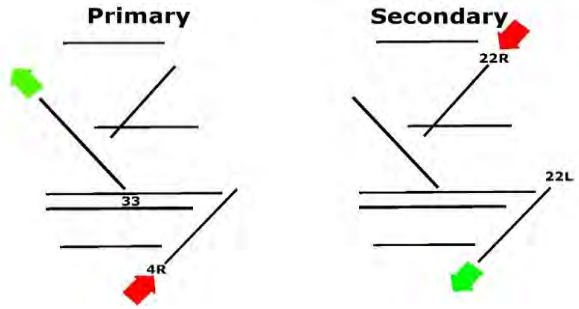
d: Winds were greater than 5 knots and from the west 68% of the time (potential for west flow).

e: Winds were greater than 5 knots and from the east 2% of the time (potential for east flow).

f: Winds were greater than 5 knots and from the south 12% of the time.

g: Winds were greater than 5 knots and from the north 8% of the time.

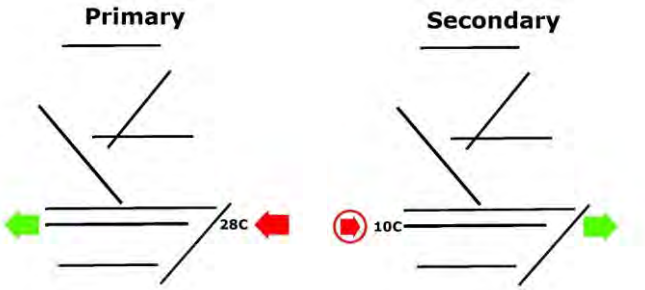
h: Winds were greater than 5 knots and variable 0% of the time.



FLY QUIET SUMMARY

WEEK OF OCTOBER 23, 2016 (Week 17)

CHICAGO DEPARTMENT OF AVIATION



10:36 PM START

5:43 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections (required for safety)
- Demand did not allow for mixed-use runway operations
- An aircraft incident on 10/28

76%

OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 99

Time In Fly Quiet – 7:06

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of October 23rd (Week 17)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
10/23/16 - 10:15 PM	10/24/16 - 05:41 AM	7:26	83%	90	10/23/16 - 10:51 PM	10/24/16 - 05:41 AM	5:58	47%	17%
10/24/16 - 10:16 PM	10/25/16 - 05:42 AM	7:26	83%	117	10/24/16 - 11:32 PM	10/25/16 - 05:42 AM	6:10	0%	76%
10/25/16 - 10:24 PM	10/26/16 - 05:32 AM	7:08	79%	102	10/25/16 - 10:54 PM	10/26/16 - 05:44 AM	6:50	0%	82%
10/26/16 - 10:53 PM	10/27/16 - 05:37 AM	6:44	75%	114	10/26/16 - 11:09 PM	10/27/16 - 05:51 AM	6:42	68%	18%
10/27/16 - 10:36 PM	10/28/16 - 05:39 AM	7:03	78%	105	10/27/16 - 10:56 PM	10/28/16 - 05:39 AM	6:43	82%	0%
10/28/16 - 11:22 PM	10/29/16 - 06:00 AM	6:38	74%	88	10/28/16 - 11:22 PM	10/29/16 - 06:00 AM	5:30	45%	0%
10/29/16 - 10:30 PM	10/30/16 - 05:51 AM	7:21	82%	78	10/29/16 - 10:39 PM	10/30/16 - 05:51 AM	7:12	0%	96%
Average (Week of October 23rd)					Average (Week of October 23rd)				
10:36 PM	**5:43 AM**	**7:06**	**79%**	**99**	**11:03 PM**	**5:46 AM**	**6:26**	**35%**	**41%**
Cumulative Week 1 - 17 (July 6 - October 29)					Cumulative Week 1 - 17 (July 6 - October 29)				
10:46 PM	**5:41 AM**	**6:55**	**77%**	**96**	**11:23 PM**	**5:35 AM**	**4:55**	**53%**	**20%**

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 6 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 76%.

Comments:

a: There was 1 request granted for alternative runways during the rotation period.

b: Periods of demand during overall Fly Quiet did not allow for mixed-use runway operations.

c: On the night of 10/28 the Rotation Test was restricted due to an aircraft incident on the south airfield.

d: Winds were less than 5 knots 27% of the time (potential for east or west flow).

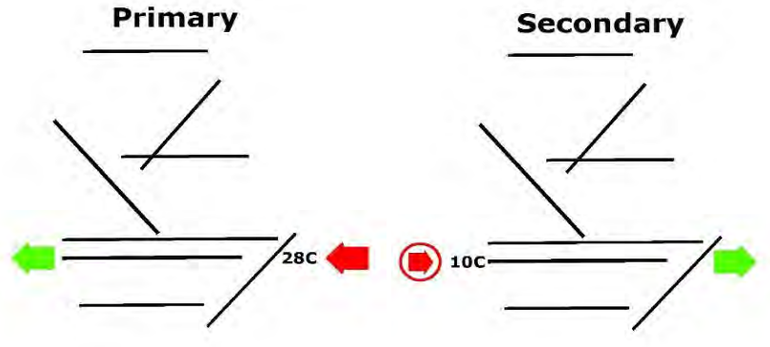
e: Winds were greater than 5 knots and from the west 26% of the time (potential for west flow).

f: Winds were greater than 5 knots and from the east 25% of the time (potential for east flow).

g: Winds were greater than 5 knots and from the south 2% of the time.

h: Winds were greater than 5 knots and from the north 20% of the time.

i: Winds were greater than 5 knots and variable 0% of the time.

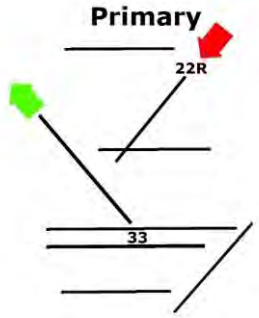


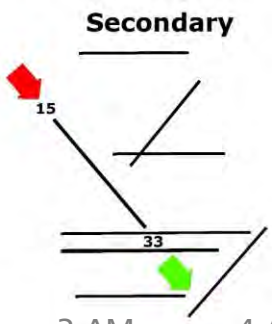
November 4, 2016

FLY QUIET SUMMARY

WEEK OF OCTOBER 30, 2016 (Week 18)

CHICAGO DEPARTMENT OF AVIATION





10:45 PM START

5:39 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections (required for safety)
- Demand did not allow for mixed-use runway operations
- Weather
- Construction

59% OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 95

Time In Fly Quiet – 6:53

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of October 30th (Week 18)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
10/30/16 - 10:24 PM	10/31/16 - 05:37 AM	7:13	80%	127	10/30/16 - 11:26 PM	10/31/16 - 05:37 AM	5:04	61%	0%
10/31/16 - 11:06 PM	11/1/16 - 05:21 AM	6:15	69%	50	10/31/16 - 11:06 PM	11/1/16 - 05:21 AM	6:15	0%	88%
11/1/16 - 10:31 PM	11/2/16 - 05:34 AM	7:03	78%	84	11/1/16 - 10:31 PM	11/2/16 - 05:34 AM	5:46	88%	4%
11/3/16 - 12:13 AM	11/3/16 - 06:04 AM	5:51	65%	117	11/3/16 - 12:44 AM	11/3/16 - 04:28 AM	2:15	46%	0%
11/3/16 - 10:41 PM	11/4/16 - 05:36 AM	6:55	77%	98	11/4/16 - 3:34 AM	11/4/16 - 05:36 AM	2:02	49%	0%
11/4/16 - 10:23 PM	11/5/16 - 05:42 AM	7:19	81%	99	--	--	0:00	46%	0%
11/5/16 - 10:03 PM	11/6/16 - 05:44 AM	7:41	85%	92	--	--	0:00	48%	0%
Average (Week of October 30th)					**Average (Week of October 30th)**				
10:45 PM	**5:39 AM**	**6:53**	**77%**	**95**	**12:16 AM**	**5:19 AM**	**3:03**	**52%**	**7%**
Cumulative Week 1 - 18 (July 6 - November 5)					**Cumulative Week 1 - 18 (July 6 - November 5)**				
10:46 PM	**5:41 AM**	**6:54**	**77%**	**96**	**11:26 PM**	**5:34 AM**	**4:49**	**53%**	**19%**

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 6 hours and 53 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 59%.

Comments:

a: There were 14 requests granted for alternative runways during the rotation period.

b: Periods of demand during overall Fly Quiet did not allow for mixed-use runway operations.

c: On the night of 11/2 the Rotation Test was restricted due to weather in the Chicago area.

d: On the nights of 11/4 and 11/5 the Rotation Test was restricted due to construction.

e: Winds were less than 5 knots 43% of the time (potential for east or west flow).

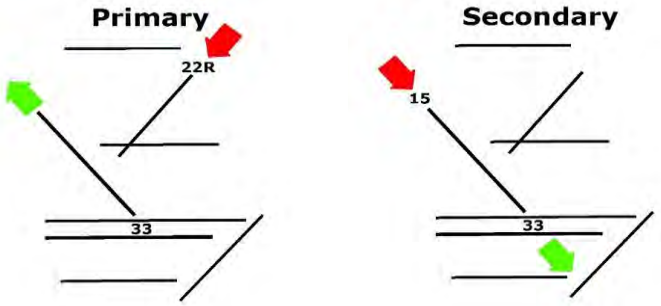
f: Winds were greater than 5 knots and from the west 19% of the time (potential for west flow).

g: Winds were greater than 5 knots and from the east 10% of the time (potential for east flow).

h: Winds were greater than 5 knots and from the south 12% of the time.

i: Winds were greater than 5 knots and from the north 16% of the time.

j: Winds were greater than 5 knots and variable 0% of the time.

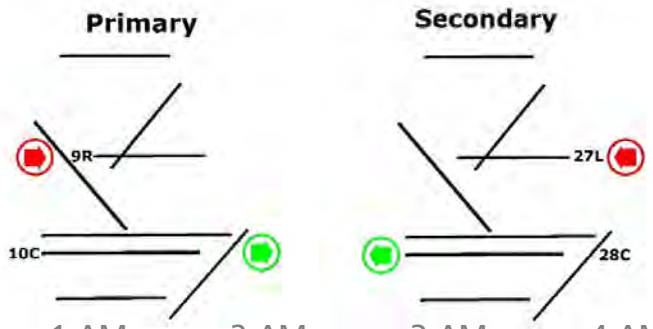


November 11, 2016

FLY QUIET SUMMARY

WEEK OF NOVEMBER 6, 2016 (Week 19)

CHICAGO DEPARTMENT OF AVIATION



10:15 PM START

5:39 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections (required for safety)
- Airfield Ground Operations

74% OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 95

Time In Fly Quiet – 7:32

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of November 6th (Week 19)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
11/6/16 - 10:16 PM	11/7/16 - 05:35 AM	8:19	83%	94	11/6/16 - 10:21 PM	11/7/16 - 05:35 AM	5:09	1%	79%
11/7/16 - 10:21 PM	11/8/16 - 05:39 AM	7:18	81%	93	11/7/16 - 10:21 PM	11/8/16 - 05:39 AM	4:33	0%	78%
11/8/16 - 10:12 PM	11/9/16 - 05:36 AM	7:24	82%	87	11/8/16 - 10:44 PM	11/9/16 - 05:36 AM	3:54	6%	66%
11/9/16 - 10:02 PM	11/10/16 - 05:53 AM	7:51	87%	127	11/9/16 - 10:02 PM	11/10/16 - 05:53 AM	4:35	0%	83%
11/10/16 - 10:23 PM	11/11/16 - 05:38 AM	7:15	81%	103	11/10/16 - 10:23 PM	11/11/16 - 05:38 AM	5:06	10%	72%
11/11/16 - 10:20 PM	11/12/16 - 05:37 AM	7:17	81%	86	11/12/16 - 12:51 AM	11/12/16 - 05:37 AM	1:33	21%	17%
11/12/16 - 10:15 PM	11/13/16 - 05:39 AM	7:24	82%	73	11/12/16 - 10:15 PM	11/13/16 - 05:39 AM	6:28	0%	84%
Average (Week of November 6th)					**Average (Week of November 6th)**				
10:15 PM	**5:39 AM**	**7:32**	**82%**	**95**	**10:42 PM**	**5:39 AM**	**4:28**	**5%**	**69%**
Cumulative Week 1 - 19 (July 6 - November 12)					**Cumulative Week 1 - 19 (July 6 - November 12)**				
10:44 PM	**5:41 AM**	**6:57**	**77%**	**96**	**11:24 PM**	**5:34 AM**	**4:48**	**50%**	**22%**

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 32 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 74%.

Comments:

a: There were 0 requests granted for alternative runways during the rotation period.

b: The Rotation Test was restricted at times due to airfield ground operations.

c: Winds were less than 5 knots 14% of the time (potential for east or west flow).

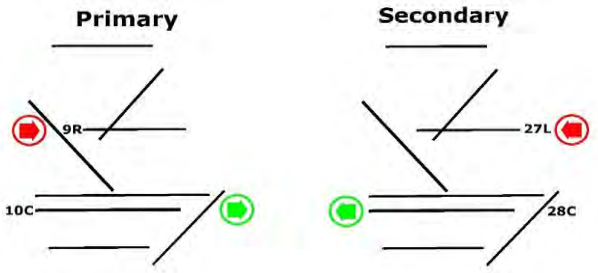
d: Winds were greater than 5 knots and from the west 72% of the time (potential for west flow).

e: Winds were greater than 5 knots and from the east 2% of the time (potential for east flow).

f: Winds were greater than 5 knots and from the south 2% of the time.

g: Winds were greater than 5 knots and from the north 8% of the time.

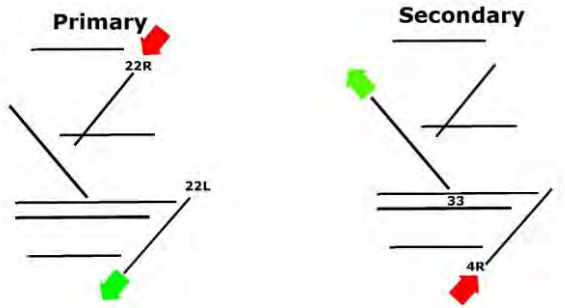
h: Winds were greater than 5 knots and variable 0% of the time.



FLY QUIET SUMMARY

WEEK OF NOVEMBER 13, 2016 (Week 20)

CHICAGO DEPARTMENT OF AVIATION



10:15 PM START

5:36 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections (required for safety)
- Strong Winds
- Chicago Midway International Airport Operations

45% OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 97

Time In Fly Quiet – 7:21

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of November 13th (Week 20)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
11/13/16 - 10:35 PM	11/14/16 - 05:41 AM	7:06	79%	87	11/13/16 - 11:01 PM	11/14/16 - 05:41 AM	5:53	62%	5%
11/14/16 - 10:20 PM	11/15/16 - 05:36 AM	7:16	81%	82	11/14/16 - 10:20 PM	11/15/16 - 05:36 AM	5:59	71%	0%
11/15/16 - 10:20 PM	11/16/16 - 05:34 AM	7:14	80%	85	11/15/16 - 10:33 PM	11/16/16 - 05:34 AM	5:50	85%	0%
11/16/16 - 10:32 PM	11/17/16 - 05:36 AM	7:04	79%	88	--	--	0:00	0%	0%
11/17/16 - 10:00 PM	11/18/16 - 05:30 AM	7:30	83%	129	11/17/16 - 10:00 PM	11/18/16 - 05:30 AM	4:41	62%	0%
11/18/16 - 10:00 PM	11/19/16 - 05:36 AM	7:36	84%	127	--	--	0:00	1%	8%
11/19/16 - 10:00 PM	11/20/16 - 05:41 AM	7:41	85%	81	--	--	0:00	0%	35%
Average (Week of November 13th)					**Average (Week of November 13th)**				
10:15 PM	**5:36 AM**	**7:21**	**82%**	**97**	**10:28 PM**	**5:35 AM**	**3:11**	**39%**	**6%**
Cumulative Week 1 - 20 (July 6 - November 19)					**Cumulative Week 1 - 20 (July 6 - November 19)**				
10:42 PM	**5:41 AM**	**6:58**	**77%**	**96**	**11:19 PM**	**5:34 AM**	**4:43**	**50%**	**21%**

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 21 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 45%.

Comments:

a: There were 20 requests granted for alternative runways during the rotation period.

b: On the night of 11/16 the Rotation Test was restricted due to operations at Chicago Midway International Airport.

c: On the nights of 11/18 and 11/19 the Rotation Test was restricted due to strong winds in the Chicago area.

d: The Rotation Test was restricted at times due to airfield ground operations.

e: Winds were less than 5 knots 21% of the time (potential for east or west flow).

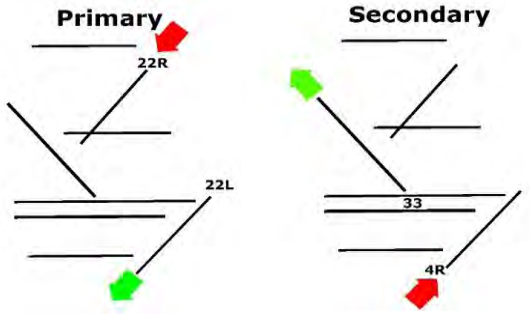
f: Winds were greater than 5 knots and from the west 59% of the time (potential for west flow).

g: Winds were greater than 5 knots and from the east 12% of the time (potential for east flow).

h: Winds were greater than 5 knots and from the south 8% of the time.

i: Winds were greater than 5 knots and from the north 0% of the time.

j: Winds were greater than 5 knots and variable 0% of the time.

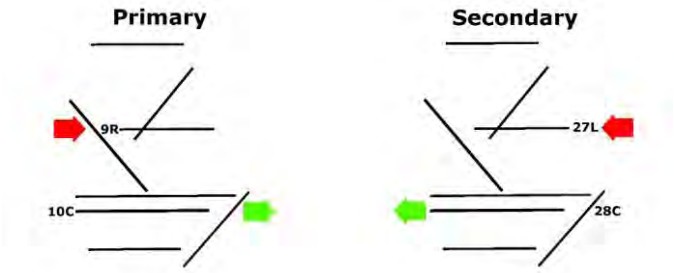


November 28, 2016

FLY QUIET SUMMARY

WEEK OF NOVEMBER 20, 2016 (Week 21)

CHICAGO DEPARTMENT OF AVIATION



10:34 PM START

5:54 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections (required for safety)
- Airfield Ground Operations
- Strong Winds
- Increased Demand of Holiday Flights

55% OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 89

Time In Fly Quiet – 7:19

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of November 20th (Week 21)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
11/20/16 - 10:14 PM	11/21/16 - 05:44 AM	7:30	83%	92	11/20/16 - 10:14 PM	11/21/16 - 05:35 AM	4:39	0%	83%
11/21/16 - 10:13 PM	11/22/16 - 05:53 AM	7:40	85%	92	--	--	0:00	24%	0%
11/22/16 - 10:24 PM	11/23/16 - 05:48 AM	7:24	82%	102	--	--	0:00	15%	0%
11/23/16 - 10:21 PM	11/24/16 - 05:34 AM	7:13	80%	106	11/23/16 - 10:21 PM	11/24/16 - 05:34 AM	6:12	0%	81%
11/24/16 - 10:00 PM	11/25/16 - 07:00 AM	9:00	100%	102	11/24/16 - 10:00 PM	11/25/16 - 03:50 AM	4:53	0%	40%
11/25/16 - 10:11 PM	11/26/16 - 05:44 AM	7:33	84%	83	11/25/16 - 10:11 PM	11/26/16 - 05:44 AM	6:13	0%	81%
11/27/16 - 12:38 AM	11/27/16 - 05:36 AM	4:58	55%	49	11/27/16 - 02:58 AM	11/27/16 - 05:36 AM	2:38	0%	80%
Average (Week of November 20th)					**Average (Week of November 20th)**				
10:34 PM	**5:54 AM**	**7:19**	**81%**	**89**	**11:01 PM**	**5:40 AM**	**3:30**	**6%**	**49%**
Cumulative Week 1 - 21 (July 6 - November 26)					**Cumulative Week 1 - 21 (July 6 - November 26)**				
10:42 PM	**5:41 AM**	**6:59**	**77%**	**96**	**11:18 PM**	**5:34 AM**	**4:41**	**47%**	**23%**

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 19 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 55%.

Comments:

a: There were 9 requests granted for alternative runways during the rotation period.

b: Arrivals on runway 9R and the Rotation Test was restricted at times due to airfield ground operations.

c: On the nights of 11/21 and 11/22 the Rotation Test was restricted due to strong winds in the Chicago area.

d: On the night of 11/26 the Rotation Test was restricted at times due to increased demand of holiday flights.

e: Winds were less than 5 knots 20% of the time (potential for east or west flow).

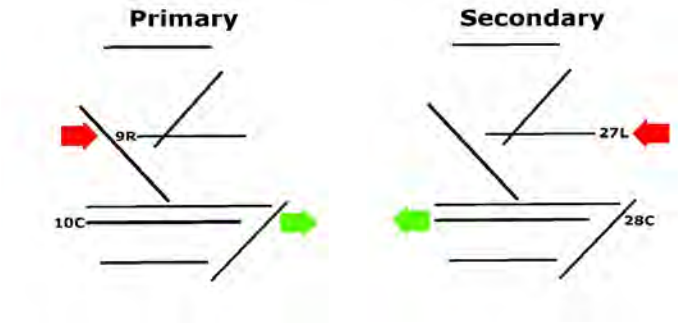
f: Winds were greater than 5 knots and from the west 51% of the time (potential for west flow).

g: Winds were greater than 5 knots and from the east 14% of the time (potential for east flow).

h: Winds were greater than 5 knots and from the south 12% 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.

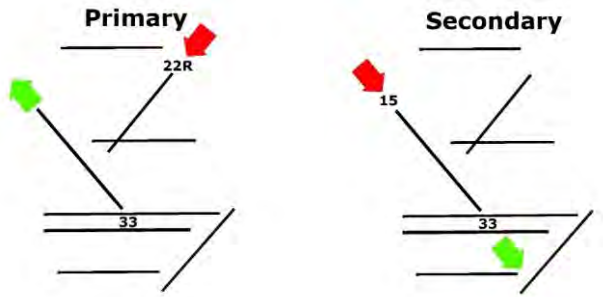


December 2, 2016

FLY QUIET SUMMARY

WEEK OF NOVEMBER 27, 2016 (Week 22)

CHICAGO DEPARTMENT OF AVIATION



10:26 PM START

5:42 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections (required for safety)
- Thunderstorms
- Strong Winds
- Increased Demand of Holiday Flights

55% OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 97

Time In Fly Quiet – 7:16

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of November 27th (Week 22)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
11/27/16 - 10:57 PM	11/28/16 - 05:36 AM	6:39	74%	132	11/28/16 - 1:54 AM	11/28/16 - 05:36 AM	3:36	0%	27%
11/28/16 - 10:42 PM	11/29/16 - 05:40 AM	6:58	77%	92	--	--	0:00	40%	0%
11/29/16 - 10:28 PM	11/30/16 - 05:34 AM	7:06	79%	94	11/29/16 - 10:28 PM	11/30/16 - 05:23 AM	5:35	85%	1%
11/30/16 - 10:15 PM	12/1/16 - 05:45 AM	7:30	83%	105	11/30/16 - 10:49 PM	12/1/16 - 05:18 AM	5:52	63%	3%
12/1/16 - 10:14 PM	12/2/16 - 05:44 AM	7:30	83%	98	12/1/16 - 10:28 PM	12/2/16 - 05:31 AM	6:14	68%	4%
12/2/16 - 10:09 PM	12/3/16 - 05:47 AM	7:38	85%	103	--	--	0:00	34%	0%
12/3/16 - 10:20 PM	12/4/16 - 05:52 AM	7:32	84%	58	12/3/16 - 10:20 PM	12/4/16 - 05:43 AM	6:20	66%	10%
Average (Week of November 27th)					**Average (Week of November 27th)**				
10:26 PM	**5:42 AM**	**7:16**	**81%**	**97**	**11:12 PM**	**5:30 AM**	**3:56**	**47%**	**7%**
Cumulative Week 1 - 22 (July 6 - December 3)					**Cumulative Week 1 - 22 (July 6 - December 3)**				
10:41 PM	**5:41 AM**	**7:00**	**81%**	**96**	**11:18 PM**	**5:34 AM**	**4:39**	**48%**	**22%**

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 16 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 55%.

Comments:

a: There were 16 requests granted for alternative runways during the rotation period.

b: On the nights of 11/27 the Rotation Test was restricted at times due to increased demand of holiday flights.

c: On the nights of 11/28 the Rotation Test was restricted due to thunderstorms in the Chicago area.

d: On the nights of 12/2 the Rotation Test was restricted due to strong winds in the Chicago area.

e: Winds were less than 5 knots 16% of the time (potential for east or west flow).

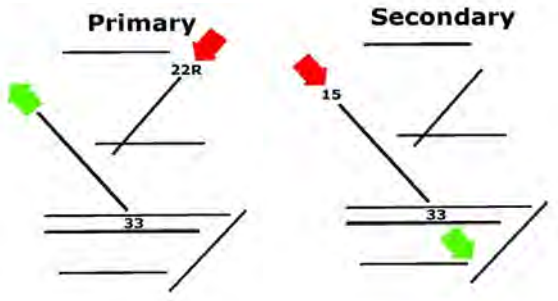
f: Winds were greater than 5 knots and from the west 69% of the time (potential for west flow).

g: Winds were greater than 5 knots and from the east 2% of the time (potential for east flow).

h: Winds were greater than 5 knots and from the south 12% of the time.

i: Winds were greater than 5 knots and from the north 0% of the time.

j: Winds were greater than 5 knots and variable 0% of the time.

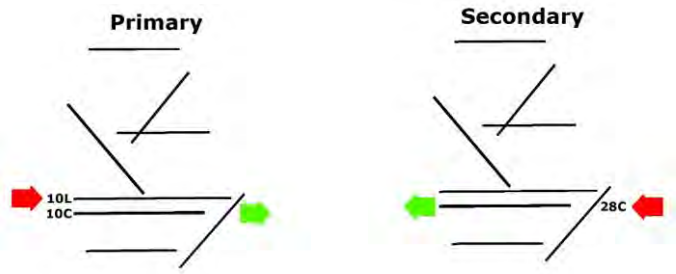


December 9, 2016

FLY QUIET SUMMARY

WEEK OF DECEMBER 4, 2016 (Week 23)

CHICAGO DEPARTMENT OF AVIATION



10:46 PM START

5:57 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections (required for safety)
- Thunderstorms
- Rubber Removal
- Reduction of Active Runway Crossings

46% OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 91

Time In Fly Quiet – 7:11

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of December 4th (Week 23)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
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%
Average (Week of December 4th)					**Average (Week of December 4th)**				
10:46 PM	**5:57 AM**	**7:11**	**80%**	**91**	**10:45 PM**	**3:33 AM**	**2:27**	**13%**	**33%**
Cumulative Week 1 - 23 (July 6 - December 10)					**Cumulative Week 1 - 23 (July 6 - December 10)**				
10:42 PM	**5:42 AM**	**7:00**	**81%**	**96**	**11:16 PM**	**5:29 AM**	**4:33**	**46%**	**22%**

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).

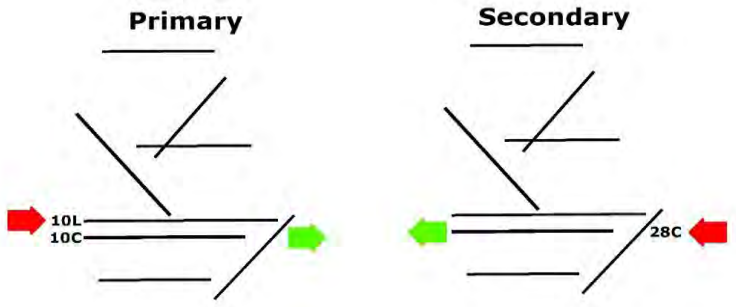
f: Winds were greater than 5 knots and from the west 71% of the time (potential for west flow).

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.

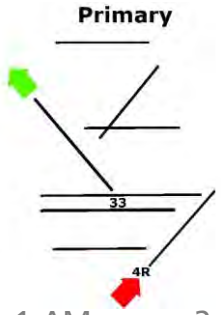


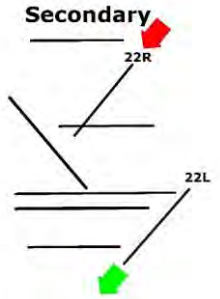
December 16, 2016

FLY QUIET SUMMARY

WEEK OF DECEMBER 11, 2016 (Week 24)

CHICAGO DEPARTMENT OF AVIATION





10:50 PM START

5:51 AM STOP

10 PM | 11 PM | 12AM | 1 AM | 2 AM | 3 AM | 4 AM | 5 AM | 6 AM | 7 AM

100% | 80% | 60% | 40% | 20% | 0%

- Runway Safety Inspections (required for safety)
- Snow Removal
- Strong Winds

49% OF OPERATIONS UTILIZING DESIGNATED RUNWAYS

Operations During Fly Quiet = 99

Time In Fly Quiet – 7:00

Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of December 11th (Week 24)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
12/11/16 - 11:29 PM	12/12/16 - 05:49 AM	6:20	70%	65	--	--	0:00	0%	0%
12/12/16 - 10:45 PM	12/13/16 - 05:50 AM	7:05	79%	78	12/12/16 - 11:01 PM	12/13/16 - 01:05 AM	2:04	0%	50%
12/13/16 - 10:23 PM	12/14/16 - 05:38 AM	7:15	81%	86	12/13/16 - 10:23 PM	12/14/16 - 05:38 AM	5:40	0%	77%
12/14/16 - 10:29 PM	12/15/16 - 05:42 AM	7:13	80%	98	12/14/16 - 10:29 PM	12/15/16 - 05:42 AM	5:38	0%	77%
12/15/16 - 10:52 PM	12/16/16 - 05:54 AM	7:02	78%	113	12/15/16 - 10:52 PM	12/16/16 - 05:12 AM	5:02	0%	70%
12/16/16 - 11:58 PM	12/17/16 - 06:05 AM	6:07	68%	87	--	--	0:00	2%	0%
12/17/16 - 10:00 PM	12/18/16 - 06:00 AM	8:00	89%	164	12/18/16 - 12:05 AM	12/18/16 - 01:11 AM	1:06	49%	0%
Average (Week of December 11th)					**Average (Week of December 11th)**				
10:50 PM	**5:51 AM**	**7:00**	**78%**	**99**	**10:58 PM**	**3:45 AM**	**2:47**	**12%**	**37%**
Cumulative Week 1 - 24 (July 6 - December 17)					**Cumulative Week 1 - 24 (July 6 - December 17)**				
10:42 PM	**5:42 AM**	**7:00**	**81%**	**96**	**11:16 PM**	**5:24 AM**	**4:28**	**44%**	**23%**

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 00 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 49%.

Comments:

a: There were 18 requests granted for alternative runways during the rotation period.

b: On the nights of 12/11, 12/12, 12/16, and 12/17 the Rotation Test was restricted due to snow removal on the airfield.

c: Winds were less than 5 knots 16% of the time (potential for east or west flow).

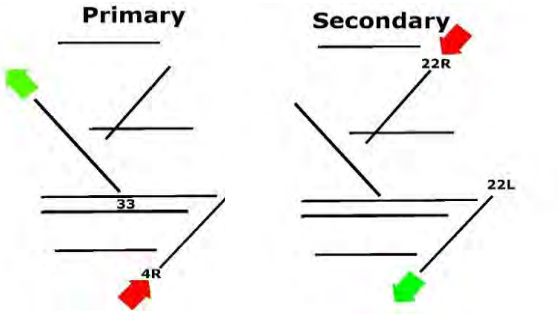
d: Winds were greater than 5 knots and from the west 68% of the time (potential for west flow).

e: Winds were greater than 5 knots and from the east 8% of the time (potential for east flow).

f: Winds were greater than 5 knots and from the south 4% of the time.

g: Winds were greater than 5 knots and from the north 4% of the time.

h: Winds were greater than 5 knots and variable 0% of the time.

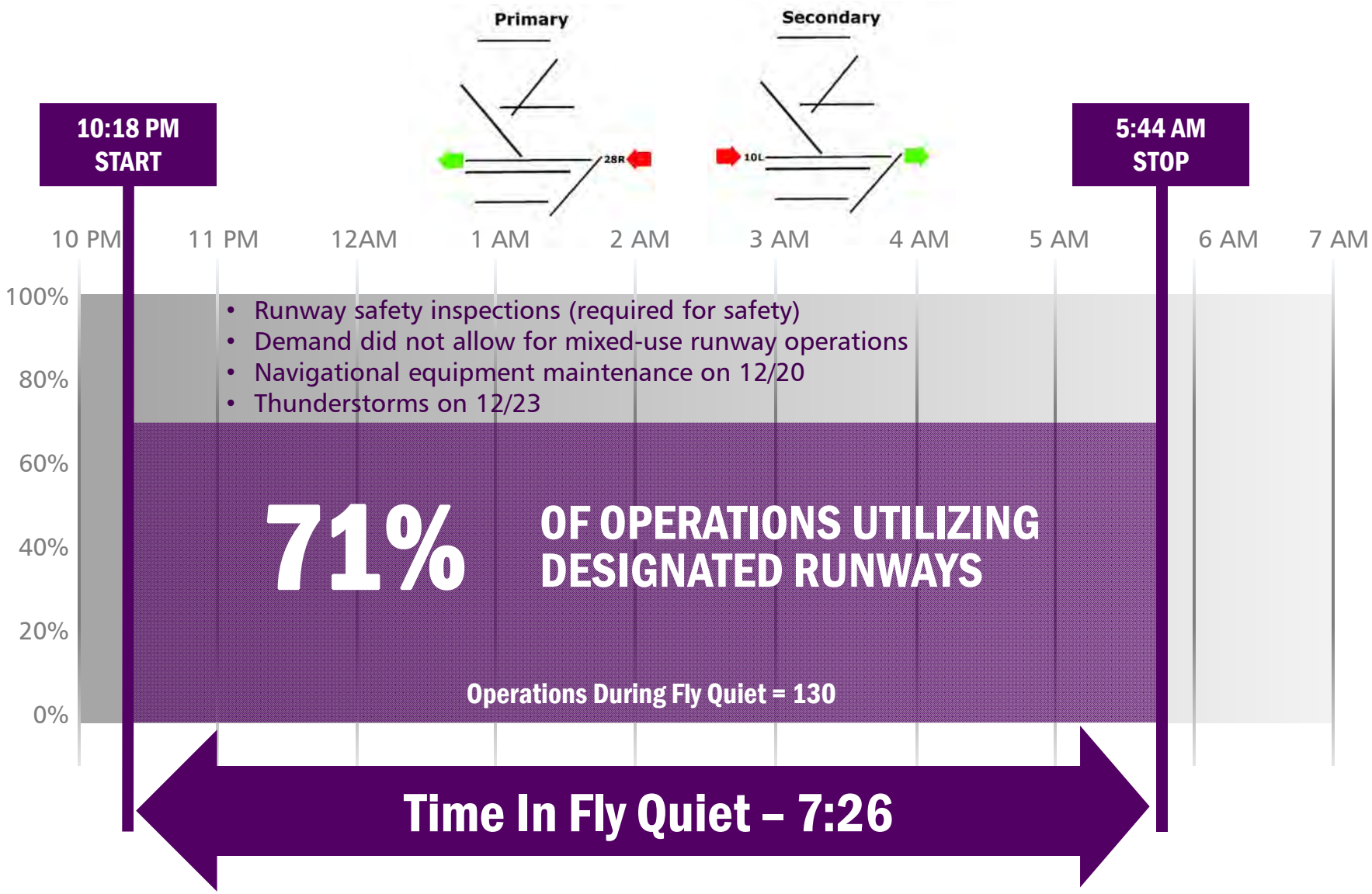


December 22, 2016

FLY QUIET SUMMARY

WEEK OF DECEMBER 18, 2016 (Week 25)

CHICAGO DEPARTMENT OF AVIATION



Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

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

CHICAGO DEPARTMENT OF AVIATION

Week of December 18th (Week 25)

Overall Fly Quiet					Runway Rotation Test				
Start	Stop	Duration (hrs: mins)	Percentage of Nighttime[1]	Operations	Start	Stop	Duration[2] (hrs: mins)	Primary[3]	Secondary[3]
12/18/16 - 10:42 PM	12/19/16 - 05:44 AM	7:02	78%	152	12/19/16 - 12:02 AM	12/19/16 - 05:44 AM	5:42	80%	0%
12/19/16 - 10:02 PM	12/20/16 - 05:35 AM	7:33	84%	157	12/19/16 - 11:07 PM	12/20/16 - 05:35 AM	6:28	87%	0%
12/20/16 - 10:00 PM	12/21/16 - 05:46 AM	7:46	86%	151	12/20/16 - 11:12 PM	12/21/16 - 05:25 AM	5:17	52%	0%
12/21/16 - 10:17 PM	12/22/16 - 05:47 AM	7:30	83%	129	12/22/16 - 12:05 AM	12/22/16 - 05:37 AM	3:46	62%	0%
12/22/16 - 10:00 PM	12/23/16 - 05:38 AM	7:38	85%	143	12/22/16 - 11:55 PM	12/23/16 - 05:38 AM	4:49	66%	0%
12/23/16 - 11:11 PM	12/24/16 - 05:38 AM	6:27	72%	88	12/24/16 - 12:06 AM	12/24/16 - 05:38 AM	5:32	88%	0%
12/24/16 - 10:00 PM	12/25/16 - 06:06 AM	8:06	90%	93	12/24/16 - 10:27 PM	12/25/16 - 05:35 AM	7:08	1%	68%
Average (Week of December 18th)					**Average (Week of December 18th)**				
10:18 PM	**5:44 AM**	**7:26**	**83%**	**130**	**11:33 PM**	**5:36 AM**	**5:31**	**64%**	**7%**
Cumulative Week 1 - 25 (July 6 - December 24)					**Cumulative Week 1 - 25 (July 6 - December 24)**				
10:41 PM	**5:42 AM**	**7:01**	**81%**	**97**	**11:16 PM**	**5:25 AM**	**4:31**	**45%**	**22%**

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 26 minutes per night.

The percentage of operations on the rotation runways in the primary or secondary configuration was 71%.

Comments:

a: There were 0 requests granted for alternative runways during the rotation period.

b: Periods of demand during overall Fly Quiet did not allow for mixed-use runway operations.

c: On the nights of 12/20 the Rotation Test was restricted due to navigational equipment maintenance.

d: On the night of 12/23 the Rotation Test was restricted due to thunderstorms in the Chicago area.

e: Winds were less than 5 knots 2% of the time (potential for east or west flow).

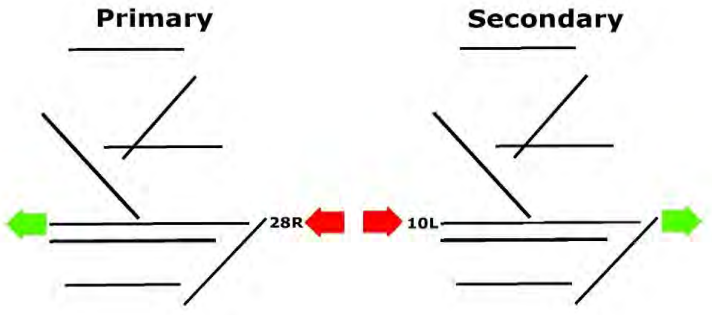
f: Winds were greater than 5 knots and from the west 82% of the time (potential for west flow).

g: Winds were greater than 5 knots and from the east 14% of the time (potential for east flow).

h: Winds were greater than 5 knots and from the south 2% of the time.

i: Winds were greater than 5 knots and from the north 0% of the time.

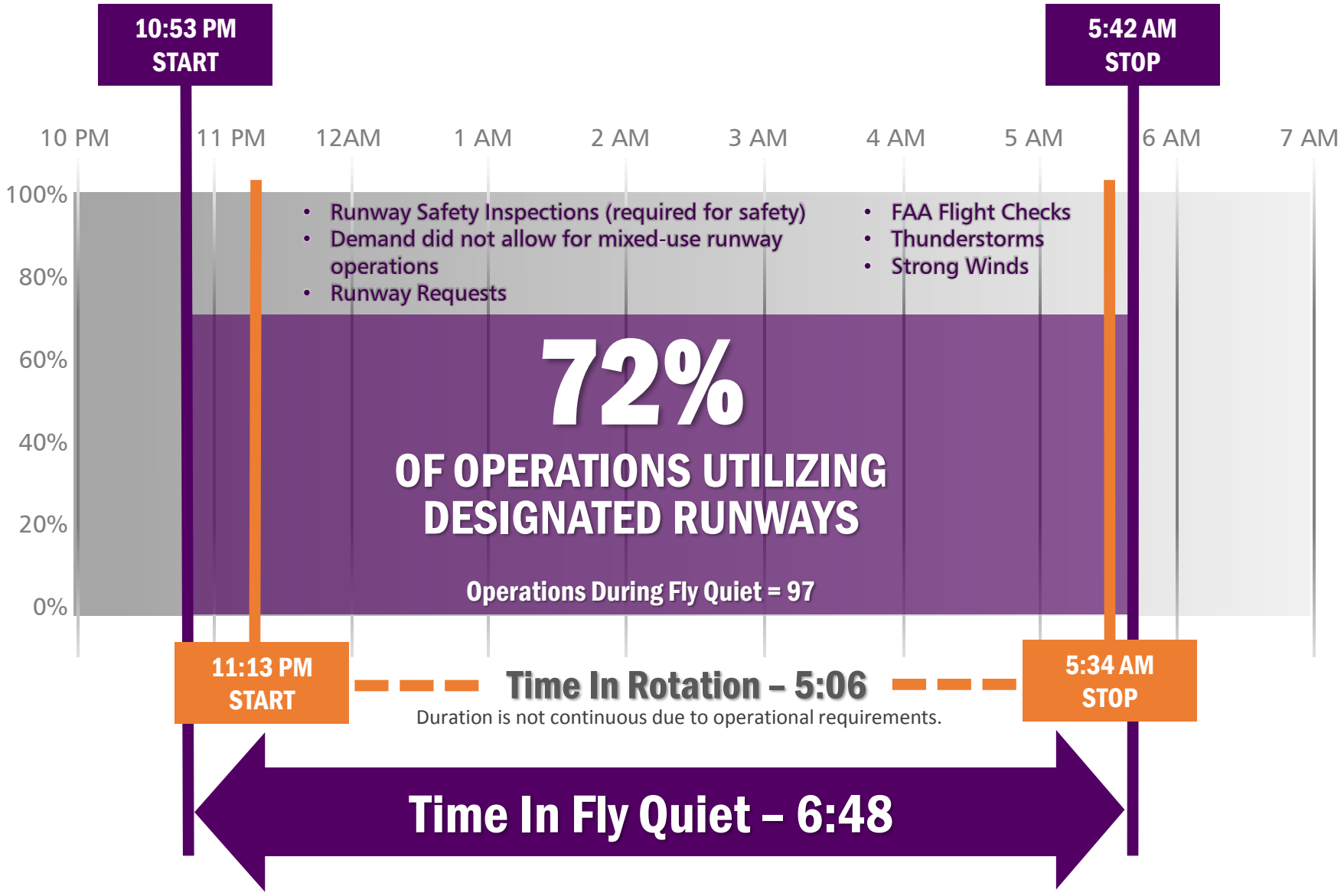
j: Winds were greater than 5 knots and variable 0% of the time.



FLY QUIET SUMMARY

JULY 6 – SEPTEMBER 24, 2016 (12 Weeks)

CHICAGO DEPARTMENT OF AVIATION



Note: Values above represent the average for time period.

www.flychicago.com/flyquiettest

FLY QUIET RUNWAY ROTATION TEST HIGHLIGHTS
WEEKS 1 - 12

		MIN	AVG	MAX
1.	Fly Quiet Start:	10:00 PM	10:53 PM	2:12 AM
2.	Fly Quiet Stop:	5:25 AM	5:42 AM	6:07 AM
3.	Rotation Start:	--	11:13 PM	--
4.	Rotation Stop:	--	5:34 AM	--

5. Nights in Rotation: 78/81 nights
6. Longest Duration of Rotation: 7:27
7. Operations on Primary Runways: 59%
8. Operations on Secondary Runways: 13%
9. Wide-body operations on runways less than 10,000 feet: 41%

Note: Time in Fly Quiet is Fly Quiet Mode (FQM)

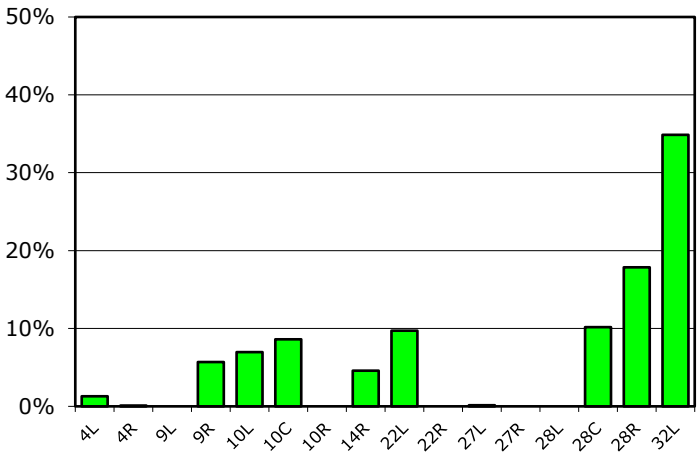
Runway Use Report
Chicago O'Hare International Airport
Period: Night of July 6 through night of September 24, 2016
Fly Quiet Mode

Runway Use

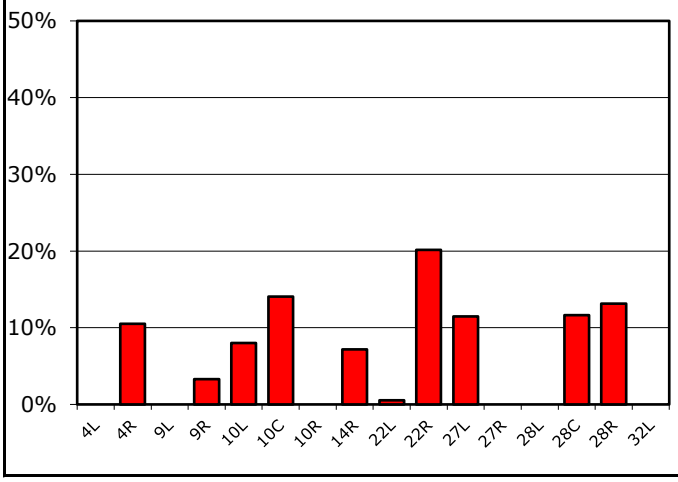
Source: Airport Noise Management System (ANMS)

	Runway Utilization															
	4L	**4R**	**9L**	**9R**	**10L**	**10C**	**10R**	**14R**	**22L**	**22R**	**27L**	**27R**	**28L**	**28C**	**28R**	**32L**
Average Daily Operations																
Departures	1	0	0	2	3	4	0	2	4	0	0	0	0	4	7	14
Arrivals	0	6	0	2	4	8	0	4	0	11	6	0	0	6	7	n/a
Percentage Utilization																
Departures	1%	0%	0%	6%	7%	9%	0%	5%	10%	0%	0%	0%	0%	10%	18%	35%
Arrivals	0%	11%	0%	3%	8%	14%	0%	7%	1%	20%	11%	0%	0%	12%	13%	n/a

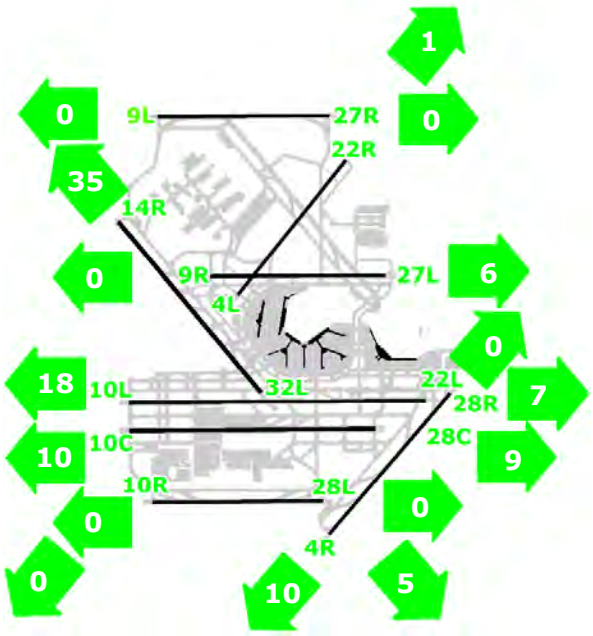
Departures



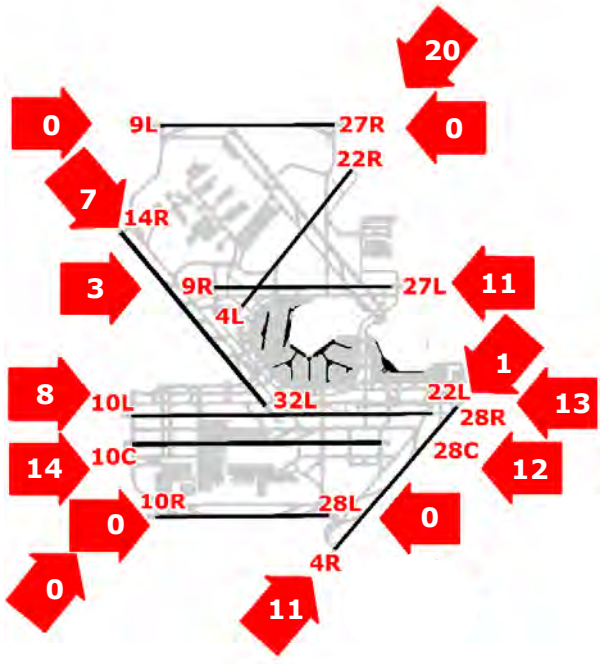
Arrivals



Percentage Departure Utilization



Percentage Arrival Utilization

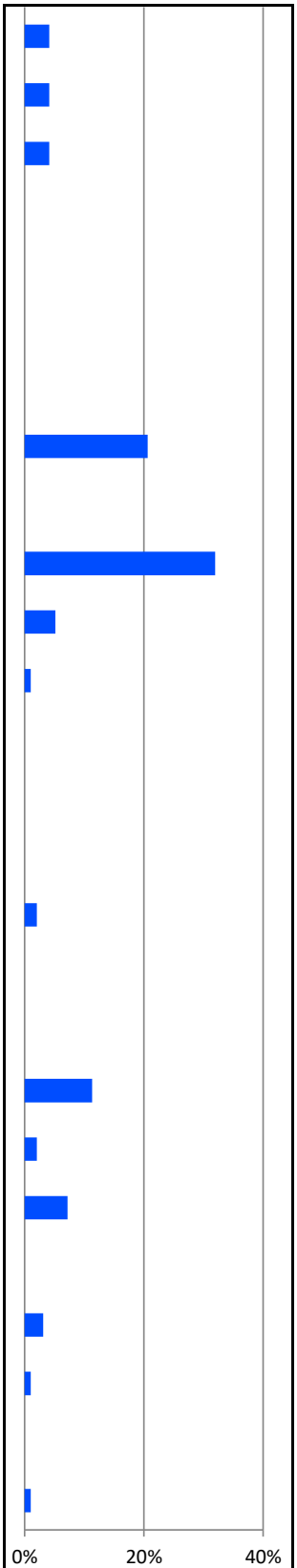


Aircraft Fleet Mix Report
Chicago O'Hare International Airport
Period: Night of July 6 through night of September 24, 2016
Fly Quiet Mode

CHICAGO DEPARTMENT OF AVIATION

Aircraft	Average Operations Per Day (Rotation Test)	Percentage of Total (Rotation Test)
Regional Aircraft		
CRJ200/700/900	4	4.1%
E135/E145	4	4.1%
E170	4	4.1%
E190	1	0.0%
C208	0	0.0%
Subtotal	**13**	**12.4%**
Narrow-Body Aircraft		
A319/320/321	20	20.6%
B717	0	0.0%
B737	31	32.0%
B757	5	5.2%
MD80	1	1.0%
MD90	0	0.0%
Subtotal	**57**	**58.8%**
Wide-Body Aircraft		
A300	2	2.1%
A330	0	0.0%
A340	0	0.0%
B747	11	11.3%
B767	2	2.1%
B777	7	7.2%
B787	0	0.0%
DC10	3	3.1%
MD11	1	1.0%
Subtotal	**26**	**26.8%**
General Aviation	**1**	**1.0%**
Total	**97**	**100%**

Percentage of Total



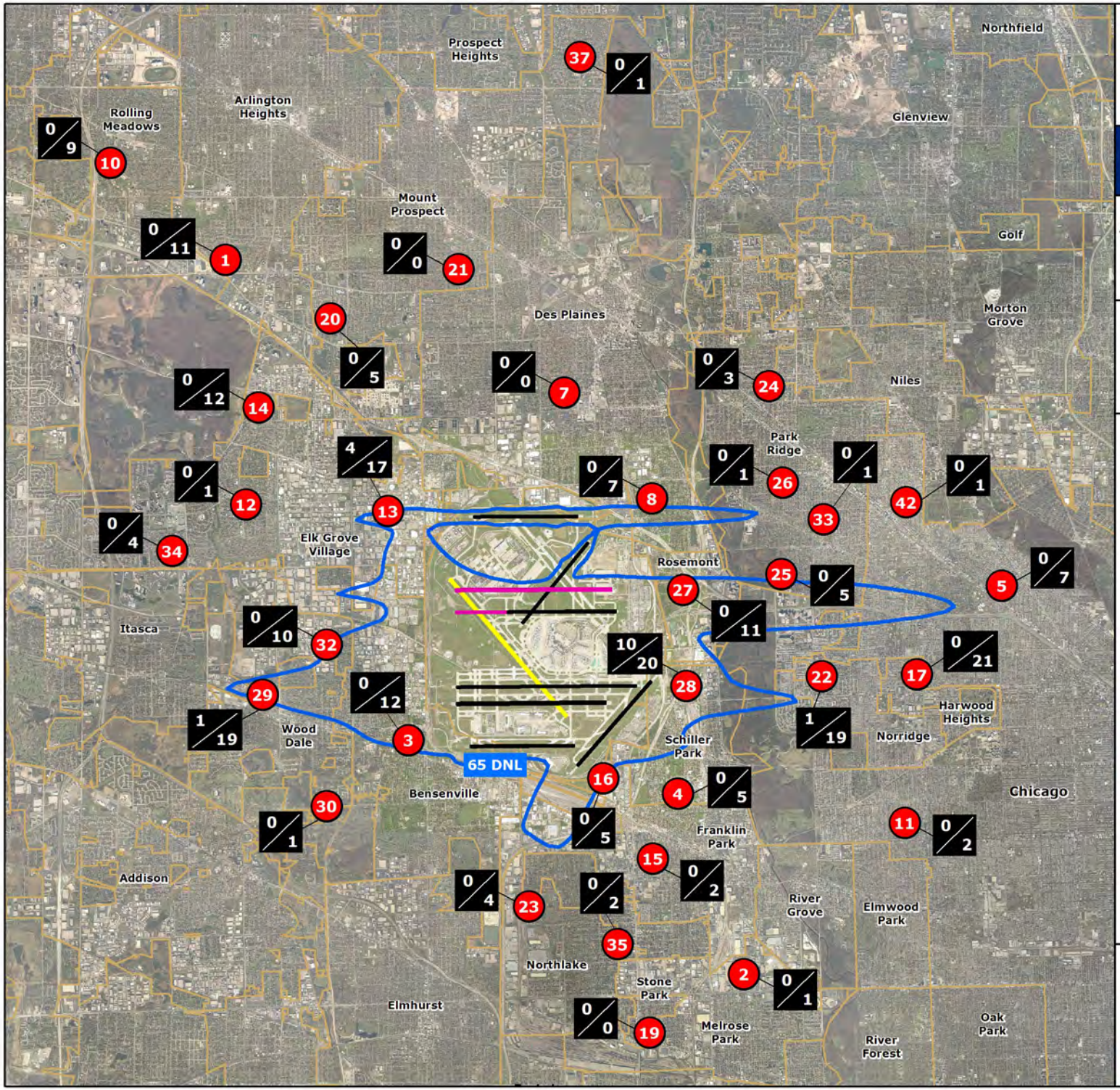
Airline Summary
Chicago O'Hare International Airport
Period: Night of July 6 through night of September 24, 2016
Fly Quiet

CHICAGO DEPARTMENT OF AVIATION

Airline	Arrivals	Departures	Total
United Airlines	1,466	678	2,144
American Airlines	760	491	1,251
Spirit Airlines	312	139	451
FedEx	228	163	391
AeroMexico	185	150	335
Frontier Airlines	186	55	241
UPS	153	86	239
Envoy Air	91	144	235
Sky West Aviation	57	139	196
Asiana Airlines	50	128	178
United Express/ASA	78	82	160
Republic Airlines	50	94	144
Korean Air Lines	62	68	130
Delta Air Lines	95	29	124
Cargolux Airlines	60	54	114
Nippon Cargo Airlines	14	83	97
Atlas Air	31	64	95
United Express/Shuttle America	28	66	94
Alaska Airlines	68	25	93
AirBridge Cargo Airlines	32	55	87
Air China Cargo	37	48	85
Qatar Airways	33	47	80
Cathay Pacific Airways	16	55	71
Copa Airlines	71	--	71
Emirates	20	46	66
United Express/Trans States	35	29	64
Unknown	37	26	63
Virgin America	61	1	62
United Express/Gojet	23	36	59
Lufthansa	1	57	58
JetBlue Airways	35	10	45
Qantas Airways	17	24	41
Lufthansa Cargo	15	19	34
AeroUnion	11	9	20
Kalitta Air	11	9	20
Finnair	--	17	17
Polar Air Cargo	14	2	16
PSA Airlines	4	12	16
Scandinavian Airlines	--	15	15
Netjets	8	6	14
Eva Airways	5	8	13
Aerologic	--	12	12
China Cargo Airlines	4	8	12
Sky Regional Airlines	3	8	11
Yangtze River Express Airlines	3	8	11
LOT	2	8	10
Air Canada	7	2	9
Air France	1	8	9
China Airlines	7	2	9
Delta Connection	5	1	6

Airline	Arrivals	Departures	Total
British Airways	--	4	4
America West Airlines	1	2	3
National Air Cargo	2	1	3
Turkish Airlines	--	3	3
All Nippon Airways	--	2	2
Aviation Advisor	1	1	2
Bombardier Business Jet Solutions	2	--	2
Flight Options	1	1	2
FltPlan	1	1	2
Kalitta Charters	1	1	2
Netjets/Executive Jet Management	1	1	2
Royal Jordanian	--	2	2
United Express/Mesa	1	1	2
Volaris	2	--	2
Worldwide Jet Charter	1	1	2
Xtra Airways	2	--	2
Deere and Company	1	--	1
Delta Private Jets	1	--	1
Eastern Airlines	1	--	1
Gama Aviation	1	--	1
Iberia Airlines	--	1	1
Longtail Aviation	1	--	1
Royal Jet	--	1	1
WestJet Airlines	--	1	1
Total **74**	**4,513**	**3,350**	**7,863**

Carrier Category	Percent of Total
United & American	46%
Other Domestic	22%
Other International	15%
Dedicated Cargo	16%
General Aviation	1%
Total	**100%**



CHICAGO DEPARTMENT OF AVIATION

O'Hare International Airport

Average Fly Quiet Mode Aircraft Noise Events

July 6, 2016 through September 24, 2016

City of Chicago
Rahm Emanuel, Mayor

Department of Aviation
Ginger S. Evans, Commissioner

Legend

- Existing RMT Sites (33)
- Events 85dB and greater (XXX)
- Events 65dB and greater (XXX)
- Existing Runways
- Existing Runway to be Decommissioned
- Future Runways
- OMP Build Out Noise Contour (Measured in DNL - Day/Night Average Sound Level)
- Community Boundaries

Miles
0 1 2

N

Date: November 28, 2016
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