



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

Chicago Airports District Office
2300 East Devon Avenue, Suite 201
Des Plaines, Illinois 60018

March 31, 2017

Mr. Aaron Frame
Deputy Commissioner of Environment
Chicago Department of Aviation
10510 W. Zemke Road
PO BOX 66142
Chicago, IL 60666

Re: Fly Quiet Runway Rotation Test 2 Request

Dear Mr. Frame:

The purpose of this letter is to notify you that the proposed 12 week Fly Quiet Runway Rotation Test 2 request was reviewed and approved by FAA in the attached document.

The FAA will begin implementing the requested test on the night of April 30, 2017. Please feel free to contact me with any questions or concerns at (847) 294-7354.

Sincerely,

A handwritten signature in black ink that reads "Amy B. Hanson".

Amy B. Hanson
Environmental Protection Specialist

cc: Ginger S. Evans, City of Chicago Department of Aviation
Jonathan Leach, City of Chicago Department of Aviation
Jeanette Camacho, O'Hare Noise Compatibility Commission



Federal Aviation Administration

Memorandum to File

Date: March 29, 2017

From:  Paul Litke, Terminal District Manager, AJT-CNH

Nan Terry, Environmental Specialist, CSA, OSG

Amy Hanson, Environmental Protection Specialist, CHI-ADO

To: File

Subject: City of Chicago Fly Quiet Runway Rotation Test 2 (12 weeks)

The City of Chicago Department of Aviation, submitted the *Chicago O'Hare International Airport - Fly Quiet Runway Rotation Test for a Twelve-Week Period (Test 2)* request to the Federal Aviation Administration (FAA) on March 17, 2017. The document includes:

- the history of the Fly Quiet Program,
- the public involvement by the City of Chicago and the O'Hare Noise Compatibility Commission (ONCC) in 2017 on the evaluation of a proposed Test 2, and
- the proposed Test 2 plan.

The FAA's 2005 Record of Decision for O'Hare Modernization identified that changes/modifications in the Fly Quiet Program were possible in Section 9.1, which states:

“At this point it is not reasonable to either assume that there would be a new Fly Quiet Program or speculate about what a new Fly Quiet Program would be. FAA will, however, give consideration to suggestions for changes in the Fly Quiet Program developed by the ONCC and requested of the FAA by the City of Chicago. It is FAA's understanding that it is the City Chicago's intent to continue the existing Fly Quiet Program, except as affected by runway decommissioning. The Fly Quiet Program will be modified by ONCC in the future only if needed; such modification would be done in consultation with the FAA and the City of Chicago Department of Aviation. Modification requiring FAA action would be subsequent to its prior approval, and any necessary environmental review.”

The Test 2 document states:

“The purpose of Test 2 is to test the capabilities of the different configurations in response to FAA concerns, as well as test new configurations that were not included in

Test 1. Test 2 is intended to occur during the overnight hours when demand requires one arrival runway and one departure runway.”

Details of the Test 2, including the requested schedule to begin the test no later than 30 days after FAA approval, are included in the attachment to this Memorandum. Test 2 will begin on the night of April 30, 2017 and end on the morning of July 23, 2017. There are no proposed physical changes to the airfield associated with the proposed test.

FAA Order 1050.1F allows for the ability of the FAA to Categorically Exclude this type of test in Paragraph 5-6.5.n, which states:

“Tests of air traffic departure or arrival procedures conducted under 3,000 feet above ground level (AGL), provided that: (1) the duration of the test does not exceed six months; (2) the test is requested by an airport or launch operator in response to mitigating noise concerns, or initiated by the FAA for safety or efficiency of proposed procedures; and (3) the test data collected will be used to assess the operational and noise impacts of the test.”

The Test 2 meets FAA Order 1050.1F, Paragraph 5-6.5.n because (1) the test does not exceed 6 months; (2) the City requested the test in response to mitigating noise concerns; and (3) the test data collected will be used to assess the operational and noise impacts of the test.

Any future proposals for additional tests or continuing the rotation plan beyond the test would be subject to future environmental review.




Air Traffic District Manager

3/29/17
Date



Air Traffic Central Service Area Representative

3/29/17
Date



CHI-ADO Representative
Attachment

3/29/17
Date