



APPROVED MEETING MINUTES

March 10, 2017

The O'Hare Noise Compatibility Commission (ONCC) met on Friday, March 10, 2017 at Café la Cave, 2777 S. Mannheim Road, Des Plaines, IL.

ONCC Chair Mayor Arlene A. Juracek called the meeting to order at 8:02 a.m. ONCC staff recorded the minutes. The following members were **PRESENT**:

1. Mr. Don Weiss, Alternate, Village of Addison
2. Mr. Dennis Tajer, Alternate, Village of Arlington Heights
3. Mr. Evan K. Summers, Designee, Village of Bensenville
4. Mr. Pietro Scalera, Designee, Village of Bloomingdale
5. Chief Operating Officer Jonathan Leach (CDA)
6. Mr. Ed Gjertsen, Member, Chicago Ward 36
7. Mr. Ron Sak, Member, Chicago Ward 38
8. Mr. Peter Bialek, Member, Chicago Ward 39
9. Technical Committee Chair Catherine Dunlap, Member, Chicago Ward 41
10. Alderman John Arena, Member, Chicago Ward 45
11. Alderman Malcom Chester, Alternate, City of Des Plaines
12. Ms. Megan Miles, Alternate, Village of Downers Grove
13. Alderman Bob Dunn, Alternate, City of Elmhurst
14. Trustee Alan Kaminski, Alternate, Village of Elmwood Park
15. Mayor Barrett Pedersen, Member, Village of Franklin Park
16. Trustee Jon Kunkel, Alternate, Hanover Park
17. Mayor Arlene Jezierny, Member, Harwood Heights
18. Mr. Michael Hankey, Alternate, Village Hoffman Estates
19. Mayor Jeff Pruyn, Member, Village of Itasca
20. Trustee Ronald Cope, Alternate, Village of Lincolnwood
21. Mr. Joshua Koonce, Alternate, Village of Maywood
22. Mr. Ralph Sorce, (Residential Sound Insulation Committee Vice-Chair), Alternate, Village of Melrose Park
23. ONCC Chair Mayor Arlene Juracek, Member, Village of Mount Prospect
24. ONCC Vice-Chair Joseph Annunzio, Designee, Village of Niles
25. Mr. Brian Gaseor, Designee, Village of Norridge
26. Mayor Jeffrey Sherwin, Member, City of Northlake
27. Councilman Tim Millar, Designee, Village of Palatine
28. Acting Mayor Marty Maloney, Member, City of Park Ridge
29. Mr. Eric Palm, Alternate, Village of River Forest
30. Mr. Dennis Ryan, (Technical Committee Vice-Chair), Designee, Village of River Grove
31. Ms. Lori Ciezak, Alternate, City of Rolling Meadows
32. Mr. Brian Baugh, Alternate, Village of Rosemont
33. Ms. Karyn Robles, Alternate, Village of Schaumburg
34. Mayor Barbara Piltaver, Member, Village of Schiller Park
35. Mr. Robert Palmer, Alternate, Village of South Barrington

36. Trustee Ann Tigges, Alternate, Village of Wayne
37. Mayor Nunzio Pulice, Member, City of Wood Dale
38. Mr. Brian Imhoff, Alternate, School District 64
39. Mr. John Barry, Alternate, School District 84 & 84½
40. Dr. Raymond Kuper, Member, School District 86
41. Superintendent Terry Bresnahan, Member, School District 87
42. Mr. Raymond Lauk, Alternate, School District 89
43. Mr. James Ongtengco, Alternate, School District 100
44. Ms. Sherry Koerner, Alternate, School District 214
45. Superintendent Jennifer Kelsall, Member, School District 234
46. Mr. Prins Sales, Alternate, School District 299

The following members were **ABSENT**:

1. Bartlett
2. Chicago 40th Ward
3. Cook County
4. DuPage County
5. School District 59
6. School District 63
7. School District 80
8. School District 81
9. School District 85.5
10. School District 401

There being a majority of members in attendance, a quorum was present for the transaction of business.

The following ONCC and CDA staff and consultants were present: Jeanette Camacho – ONCC; Lucia Crespo – ONCC; Aaron Frame – CDA; Jeffrey Jackson – Landrum & Brown; Fran Guziel - ONCC Consultant; and Maura El Metennani – ONCC Consultant.

The following guests were also in attendance: Mary Ann Levar – U.S. Rep. Mike Quigley; Andrew Gomberg – State Sen. Laura Murphy; Ann Limjoco – U.S. Rep. Jan Schakowsky; Christina Drouet – FAA; Ted Mason - U.S. Rep. Raja Krishnamoorthi; and Steve Basken - U.S. Rep. Raja Krishnamoorthi; Alex Stitgen – State Rep. Kathleen Willis; Ray Soch – State Rep. Michael McAuliffe; and Billy Glunz – American Airlines.

PLEDGE OF ALLEGIANCE

The audience recited the Pledge of Allegiance.

APPROVAL OF MINUTES – January 13, 2017

Mr. Ryan moved to approve the January 13, 2017 ONCC meeting minutes; Mayor Sherwin seconded the motion. The members approved the minutes by unanimous voice vote.

CHICAGO DEPARTMENT OF AVIATION REPORT

A. CDA Noise Recommendation Task List Update

Mr. Frame reported Item # 1 on the Fly Quiet Rotation was completed in December and said there would be a discussion for a Test 2 proposal during the Ad Hoc Fly Quiet portion of the meeting. He said CDA also took action on Item #17 on maximizing the use of social media. He stated CDA sent out a Tweet on Twitter 24 hours in advance regarding the ONCC public meeting. Mr. Frame noted there would be additional social media posts in order to support the mission of outreach to the public.

B. December 2016/January 2017 ANMS Reports

Mr. Jackson presented the January 2017 ANMS report: Runway 28R—most used departure runway at 49 percent; Runway 27L—most used arrival runway at 35 percent. Complaint calls (all hours) totaled 354,185 from 95,100 residents. Of the 95,100 residents 15,716 complaints were made during the nighttime hours.

REPORT OF THE COMMISSION CHAIR – Mayor Arlene A. Juracek

A) Recap 2017 Aviation Noise Conference, Palm Spring, CA

Mayor Juracek reported Joe Annunzio, Catherine Dunlap, Jeanette Camacho and she attended the 2017 Aviation Noise Symposium in California. She said she was asked to discuss the Fly Quiet Runway Rotation Test. After a brief overview of ONCC, she explained to the audience that the goals of the test were: to provide near-term relief, to reduce nighttime noise impacts and to provide predictability.

She said she summarized CDA's data regarding the six-month runway rotation test, which included survey results from O'Hare communities, and shared the Fly Quiet Committee's recommendation to initiate another Runway Rotation test with a revised set of rotation scenarios. She stated the presentation went well and there were a number of questions from various airport managers and officials, especially Toronto. She told ONCC members that a link to all the symposium presentations would be available on the ONCC website in the near future.

B) ONCC Annual Meeting – May 5, 2017

Mayor Juracek reported the amended ONCC by-laws were approved in January and as a result, the annual meeting would be held in May after municipal elections.

C) ONCC Ad-Hoc Nominating Committee

Mayor Juracek announced Mayor Sherwin had agreed to chair the nominating committee again. She said his committee members would be: Ron Sak, Chicago Ward 38; Mayor Gerald Turry, Lincolnwood; Don Weiss, Addison; and Karyn Robles, Schaumburg.

She said the committee would meet to discuss candidates after the municipal elections. A copy of ONCC officer responsibilities was located in the meeting packets. She noted anyone interested in serving or nominating ONCC members for the 2017-2018 slate of officers should contact Mayor Sherwin.

Ad Hoc Fly Quiet Committee Report

Mayor Juracek reported Committee Chair Joe Annunzio would provide a report on the Fly Quiet Committee's two meetings held in February. She said the meetings focused on data analysis of Fly Quiet Rotation Test 1 and suggestions/ recommendations for rotation scenario revisions.

She noted the report would be followed by another report from CDA on a proposal for a Fly

Quiet Rotation Test 2. She said Mr. Annunzio would then outline a proposal for the Fly Quiet Committee's next steps. She said based on the commission's discussion, there may or may not be a vote on a Rotation Test 2.

Fly Quiet Committee Report—Joseph Annunzio, Chair

Mr. Annunzio reported the ONCC Ad Hoc Fly Quiet Committee met twice during the month of February—February 8 and February 22. On February 8, the CDA presented the complete data from the six-month Fly Quiet Runway Rotation Test that began on July 8, 2016 and ended on December 24, 2016. He said ONCC asked the CDA to come back to the committee with a revised runway rotation test that would eliminate configurations that the FAA deemed unsafe and also eliminate overused runways.

He said the committee met again on February 22 to hear the latest revised and refined Fly Quiet Rotation Test recommendations. He noted the CDA presented five configuration modifications in which, two were based on FAA feedback regarding safety, two were based on heavy runway usage, and one was based on too many mixed-use configurations. He then proposed configurations that had been previewed by the FAA and noted that Runway Rotation Test 2 goals and guidelines also would provide near-term relief, reduce impacts, and provide predictability.

He said after a discussion, the committee voted in favor of recommending Runway Rotation Test 2, which would not exceed six months, to the full commission for a vote. He noted during that meeting, CDA did not give committee members a test schedule, but they were reassured that ONCC would have the information prior to today's meeting. He said after some discussion with CDA, he would recommend that ONCC table the vote so the Fly Quiet Committee could meet within the next couple of weeks to discuss the duration of the test and how the rotation schedule would impact communities.

Mayor Juracek said Mr. Frame would further explain the CDA's proposal for the scenarios on the Fly Quiet Test 2 recommendations.

Mr. Frame said Mr. Jackson would walk the commission members through the Fly Quiet Rotation Test 2 proposal and compare the changes to Test 1. He would then present a 12 week schedule.

Mr. Jackson reported the changes and proposed modifications for a Fly Quiet Rotation Test 2. He noted all proposed configurations already had been reviewed by the FAA. He went over the 15 configurations on page 3 and noted the top 10 configurations on the page were used in the first test and the bottom 5 configurations on the page were new for Test 2.

Mr. Jackson also said there would be increased coordination with airlines and representatives, the Chicago Airline Cargo Manager's Association (CACMA), CDA Operations, Construction Managers (CM's), FAA Airports, FAA Air Traffic, FAA Technical Operations, Short-Term Operational Phasing (STOP) Meetings and Special Requests. He said the goals and guidelines provided near-term relief, reduce impacts and provide predictability. Mr. Jackson explained the next steps would be to seek ONCC approval, finalize the Test 2 schedule, seek FAA approval, begin Test 2 and develop a rotation plan for post Runway 15/33 decommissioning.

Mr. Jackson reported that the 12- week schedule included six parallel and six diagonal runway configurations. He acknowledged the FAA had determined that the proposed configurations were feasible. He said the first test started on west flow, therefore the Fly Quiet Test 2 proposal would start on east flow. He acknowledged construction on the north side of the airport for Runway 9C and noted it did impact Runway 9R. He said Runway 9R/27L was not heavily included in the Fly Quiet Test 2 proposal but noted there would be some. He said the south airfield had minimal construction going on that might occur in May. Mr. Jackson said the 12- week schedule was included in the meeting packets along with a 24-page document which had each week in a zoom-in format.

Mr. Annuzio said if the members decided to table the vote, the Fly Quiet Committee would schedule a meeting soon to discuss the proposed schedule and the duration of the test which could not exceed six months.

Mayor Juracek asked Mr. Leach when he expected Runway 15/33 to be decommissioned.

Mr. Leach replied Runway 15/33 would be primarily impacted by the construction of Runway 9C/27C. He said Bid Package 1 was currently out and included construction on the west portion of the runway and noted the bid was due by the end of March. He said Runway 15/33 was set to be decommissioned in spring 2018.

Mayor Juracek said it was important to understand so the committee could ask CDA for a post Runway 15/33 rotation. She noted because the commission was pressed for time there would be a discussion on whether there would be a Test 2 for three months and then another Test 3 for three months without Runway 15/33. She said after the Ad Hoc Fly Quiet Committee meeting she was under the impression that the commission would be able to ask the FAA to approve Test 2 for no longer than six months. She said Mr. Frame had learned during his discussions with the FAA that they would prefer a little more certainty.

Mayor Juracek also reported ONCC received a letter from the West Central Municipal Conference expressing its appreciation to the Fly Quiet Committee and CDA for bringing nighttime relief to their communities through the runway rotation test. She noted it was clear to them that "the first test plan provided significant relief to our residents and we are confident the revised test plan will offer the same benefits to those that expressed concerns." She noted there was also a letter from the FAiR Group expressing their reservations regarding their understanding of Test 2. She said a copy of both letters was included in the meeting packets. She then opened the floor for discussion.

Mayor Pulice said if the vote was tabled then it would prolong a possible Test 2 and would get into the summer months when residents had their windows open.

Mayor Juracek said that was a very important observation and suggested the Ad Hoc Fly Quiet Committee should meet soon if the commission decided to table the vote. She noted it also would result into a special ONCC meeting in April.

Mayor Pulice said he would like to see a rotation start as soon as possible and made a motion.

Mr. Ryan seconded the motion.

Mayor Juracek asked CDA how long would Test 2 last.

Mr. Frame replied 12 weeks.

Mayor Juracek said there was an understanding that Runway 15/33 could potentially be decommissioned in about a year and therefore a 12- week rotation Test 2 was proposed. She also expressed that the Ad Hoc Fly Quiet Committee meet to develop a new set of scenarios for a Rotation Test 3 without Runway 15/33 prior to its decommissioning. She acknowledged the motion and the second to approve the test as CDA would propose it to the FAA.

Mayor Pruyn asked if a 12- week Rotation Test 2 was talked about during the Ad Hoc Fly Quiet meeting.

Mr. Frame said during the Ad Hoc Fly Quiet Committee meeting he made it clear that the duration of the test was not yet known. He also noted the Fly Quiet Committee informed him to take the 10 configurations presented and map out a timeline to put forth a schedule.

Mayor Juracek said the information became known between the time of the Ad Hoc Fly Quiet Committee meeting and the ONCC meeting.

Mayor Pruyn said he would like to use Runway 15/33 as much as possible because there was only about one year left until it would be decommissioned.

Mayor Pulice said even if Runway 15/33 was being tested eventually Runway 9C was coming online.

Mr. Frame said he believed some flights could be assigned to Runway 9C but noted that that runway had not been part of the analysis to date, nor proposed. He stated there were Fly Quiet options for the year and would like to prepare an analysis for 2018 and 2019, which was the time period between when Runway 15/33 would be decommissioned and Runway 9C came online. He said he believed during the following years there would be another Fly Quiet which would be when Runway 9C came online and if it would be included in the Fly Quiet program.

Mr. Leach said Runway 9C would come online November of 2020 and noted there would be an interim period where Runway 15/33 would be closed and O'Hare would have seven runways as opposed to eight.

Mayor Juracek said there needed to be a rotation test without Runway 15/33 and without Runway 9C when it came online.

Mayor Pruyn said ultimately a final Fly Quiet, which would include Runway 9C, could not be tested until 2020 and questioned doing a test.

Mayor Juracek said Runway 15/33 would be decommissioned in about a year and noted it was up to the commission to propose a rotation when the runway was gone or should there be a test.

Mayor Pulice said if Runway 15/33 was used it would help to mitigate noise in the meantime.

Mayor Juracek said both Mayor Pulice and Mayor Pruyn were advocating for a six- month Rotation Test 2 with Runway 15/33.

Mayor Pulice then made a motion to approve a six- month Rotation Test 2.

Mr. Frame clarified that was not the proposal CDA presented and noted a 12- week rotation test was presented. He said if the commission wanted to explore more options then he agreed with Mr. Annunzio to table the vote and go back to Fly Quiet Committee.

Mayor Juracek asked why the rotation could not be repeated for 12 weeks like it was for Test 1.

Mr. Frame said it could be a possibility but would like sometime to go back and analyze it first.

Mayor Pulice suggested voting for a Test 2 for three months and then going back to committee to propose it again.

Trustee Kaminski asked if there could be sufficient data with a three- month Test 2.

Mr. Frame replied yes and said the goal of Test 2 was to improve upon the first test such as, try some additional configurations and address some issues raised by the FAA.

Alderman Arena asked what would be the time gap from shifting from one test to another if a 12 week Test 2 got passed and a 12 week Test 3 was passed.

Mr. Frame replied CDA considered a Test 2 dovetailing into Test 3. He said in that scenario CDA would try to make the transition as quickly as possible and noted there could be a gap of a few weeks in between. He said if a Test 2 got passed, CDA would get together with the Fly Quiet Committee and full commission at the May or June ONCC meeting and get additional configurations approved for a Test 3. He said the goal was to get a Test 3 in by August, September or October if the transition ran smoothly but noted additional approval would be required because it had not been developed nor approved.

Mayor Jezierny asked when a Test 2 would be implemented if approved.

Mr. Frame replied late April or early May.

Trustee Cope asked how would the committee judge which test was most successful.

Mr. Frame said CDA wanted to offer options to the commission for short-term noise relief during the nighttime hours but to also try some configurations for the interim Fly Quiet period. He reminded the members conditions that were modeled in the Environmental Impact Statement (EIS) were informative. He then explained each test was designed to test some configurations in order to get closer to an approval for the interim period.

Trustee Cope asked Mr. Frame what he felt would be best for the committee to take action upon.

Mr. Frame replied CDA recommended a Test 2 with Runway 15/33 and a Test 3 without Runway 15/33.

Mayor Maloney asked if the public was able to give feedback for the first test and if the same concept would be applied to a second test.

Mr. Frame replied yes and said the CDA had a project website for the Fly Quiet Rotation and noted there was a community feedback survey.

Mayor Maloney asked if Test 2 would have the same mechanism for feedback.

Mr. Frame said the proposal presented was simply about configurations and duration and noted it would be up to the committee to contemplate specific outreach.

Mayor Maloney asked where would outreach happen and who made that decision.

Mr. Frame suggested looking for some direction from the Fly Quiet Committee.

Mayor Juracek said the survey feedback received on Test 1 was directed in some way of how well each municipality promoted it.

Ms. Dunlap said some loved Test 1 and some were looking at Test 2 and did not like it. However, she noted many residents were not happy with the old Fly Quiet plan.

Alderman Chester said Des Plaines was opposed to a Test 2 because it increased noise over their community. He noted aircraft impact could not be predominantly over one community.

Mayor Juracek said to keep in mind the impact was more complex. She noted in Mount Prospect she had noticed when the airport was in west flow and aircraft took off the parallel runways they would bank over her community to head to the east coast.

Mayor Juracek said there was an amended motion on the floor made by Mayor Pulice and seconded by Mr. Sak to go with a three- month test and have the Ad Hoc Fly Quiet Committee meet continuously during the time period in order to present recommendations and see where the commission goes after the test.

Mr. Tajer said he respected how Runway 15/33 was used during some of the weeks to help mitigate noise but noted to rush into a vote to test modeling data was disingenuous.

Mayor Juracek said a commitment was made to residents that as long as Runway 15/33 was available it would be utilized. She then noted the vote only needed to be simple majority in order to pass.

Roll Call for an amended 12 Week Rotation Test 3

1. Addison - Yes	30. Northlake – Yes
2. Arlington Heights – No	31. Palatine – No
3. Bartlett - Absent	32. Park Ridge – No
4. Bensenville - Yes	33. River Forest – No
5. Bloomingdale – Yes	34. River Grove – Yes
6. Chicago – Yes	35. Rolling Meadows – No
7. Chicago 36 th Ward – Yes	36. Rosemont – Yes
8. Chicago 38 th Ward – Yes	37. Schaumburg – No
9. Chicago 39 th Ward – Yes	38. Schiller Park – Yes
10. Chicago 40 th Ward - Absent	39. South Barrington – Yes

11. Chicago 41 st Ward – Yes	40. Stone Park –
12. Chicago 45 th Ward – Yes	41. Wayne - Yes
13. Cook County – Absent	42. Wood Dale – Yes
14. Des Plaines – No	43. School District 59 – Absent
15. Downers Grove – No	44. School District 63 – Absent
16. DuPage County – Absent	45. School District 64 – Yes
17. Elmhurst – No	46. School District 80 – Absent
18. Elmwood Park – Yes	47. School District 81 – Absent
19. Franklin Park – Yes	48. School District 84 - Yes
20. Hanover Park – Yes	49. School District 84 ½ - Yes
21. Harwood Heights – Yes	50. School District 85 ½ - Absent
22. Hoffman Estates – No	51. School District 86 – Yes
23. Itasca – Yes	52. School District 87 – Yes
24. Lincolnwood – Yes	53. School District 89 – Yes
25. Maywood – Yes	54. School District 100 - Yes
26. Melrose Park – Yes	55. School District 214 – Yes
27. Mount Prospect – Yes	56. School District 234 – Yes
28. Niles – Yes	57. School District 299 – Yes
29. Norridge - Yes	58. School District 401 – Absent

Mayor Juracek said the motion passed. She noted the rest of the items on the agenda would be dispensed due to time.

Mr. Gjertsen asked for the status on when a representative from Pratt and Whitney would attend and speak at an ONCC meeting.

Ms. Camacho replied she was working with a Pratt and Whitney representative to come out to speak to the commission. She noted she had contacted the company through their public relations person.

Mr. Gjertsen asked Ms. Camacho to provide a copy of the correspondence.

Ms. Camacho replied yes and noted she would forward the correspondence to Mr. Gjertsen.

REPORT OF THE EXECUTIVE DIRECTOR – MS. JEANETTE CAMACHO

A) Approval of January/February 2017 Financial Report

Due to lack of time Mayor Juracek the financials would be approved at the next ONCC Meeting.

The next ONCC meeting will be held on Friday, May 5, at 8 a.m. at Café LaCave.

COMMENTS FROM ONCC MEMBERS

No comments.

COMMENTS FROM THE AUDIENCE

Mr. Dwyer, a resident of Medinah and a member of FAiR, said the new configurations L and H raised an issue because Runway 4L departures would not be able to handle wide-body aircraft

and would therefore default to Runway 10L. He said if the 12- week rotation test was extended and the diagonals were repeated it would add three more weeks of impact to the east. He also said if you added in Runway 22L arrivals there would be another three weeks of impact. Mr. Dwyer said the FAA was granting request for Runway 15/33 for wide-body aircraft. Mr. Dwyer said there would be another potential three week impact.

Mayor Juracek thanked Mr. Dwyer and said she believed wide-body aircraft were tracked in Test 1 and noted it would continue to be tracked.

Mr. Dwyer said there were discussions on how the test would be analyzed and noted consecutively community impacts were key and runway usage was secondary to that.

Mr. Rapp, a resident of Park Ridge and a member of FAiR, submitted the following statement:

Today's fly quiet plan passed with a simple majority vote, not the true community buy-in of a 2/3 super majority as required in the first six month plan.

Today's vote was a choice of short term gain weighed against long term pain.

In this second rotation, the city will start to underutilize runway15/33 to pave the way for decommissioning next year.

It would be awkward to suddenly strip a runway out of the rotation when it is providing so much relief to communities east and west of the airport.

So, what you do is assign just one primary departure configuration off of 33 and some mixed use runway configurations that the FAA have expressed concern with and let it slip into extinction.

FAiR has disproved many of the city's arguments.

We now know that runway 15/33 is NOT fatally flawed and unsafe because through your own analysis it has been deemed a safe alternative to provide relief at night. But in the final analysis, the city contends that 15/33 must go away to make room for western access.

Therefore, FAiR is requesting that the ONCC obtain precise clarification from the Chicago Department of Aviation on the status of Western Access.

We have some very simple questions:

What is the city's position on the building of a Western Terminal as it was proposed in the 2005 record of decision?

Was the 300 foot easement on the Western edge of the airport, that is needed to build the ring toll road, leased or sold to the tollway commission?

Can the city disclose details of that airport property sale or lease?

Does the city have a vested interest in keeping the ring toll road on airport property?

And finally, why would the city and the tollway commission want to make a landlocked airport even smaller by building a toll road where it conflicts with the Canadian pacific railroad?

Thank you.

MEETING ADJOURNMENT

Mr. Annunzio moved and Mr. Ryan seconded the motion to adjourn the meeting. The motion was approved by a unanimous vote. The meeting adjourned at 9:10a.m.