



APPROVED MEETING MINUTES June 2, 2017

The O'Hare Noise Compatibility Commission (ONCC) met on Friday, June 2, 2017 at Café la Cave, 2777 S. Mannheim Road, Des Plaines, IL.

ONCC Chair Mayor Arlene A. Juracek called the meeting to order at 8:09 a.m. ONCC staff recorded the minutes. The following members were **PRESENT**:

1. Mr. Don Weiss, Alternate, Village of Addison
2. Trustee Bert Rosenberg, Village of Arlington Heights
3. Mayor Frank DeSimone, Member, Village of Bensenville
4. Ms. Judi Von Huben, Alternate, 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. Ms. Pauline Sedlarz, Member, Chicago Ward 40
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 Downers Grove
13. Alderman Bob Dunn, Alternate, City of Elmhurst
14. Mr. Paul Volpe, Alternate, Village of Elmwood Park
15. Trustee Bill Ruhl, Alternate, Village of Franklin Park
16. Trustee Jon Kunkel, Alternate, Hanover Park
17. Mayor Arlene Jeziorny, Member, Village Harwood Heights
18. Mr. Michael Hankey, Alternate, Village Hoffman Estates
19. Trustee Marty Hower, Alternate, Village of Itasca
20. ONCC Chair Mayor Arlene Juracek, Member, Village of Mount Prospect
21. ONCC Vice-Chair Joseph Annunzio, Designee, Village of Niles
22. Mr. Brian Gaseor, Designee, Village of Norridge
23. Mayor Marty Maloney, Member, City of Park Ridge
24. Mr. Dennis Ryan, (Technical Committee Vice-Chair), Designee, Village of River Grove
25. Mr. Brian Baugh, Alternate, Village of Rosemont
26. Mr. Richard Bascomb, Alternate, Village of Schiller Park
27. Mr. Russ Klug, Alternate, Village of Schiller Park
28. Mayor Paula McCombie, Designee, Village of South Barrington
29. Mayor Nunzio Pulice, Member, City of Wood Dale
30. Mr. Brian Imhoff, Alternate, School District 64
31. Mr. John Barry, Alternate, School District 84 & 84½
32. Dr. Raymond Kuper, Member, School District 86
33. Superintendent Terry Bresnahan, Member, School District 87
34. Mr. James Ongtengco, Alternate, School District 100
35. Ms. Sherry Koerner, Alternate, School District 214
36. Mr. Prins Sales, Alternate, School District 299

The following members were **ABSENT**:

1. Bartlett
2. Chicago 39th Ward
3. Cook County
4. DuPage County
5. Lincolnwood
6. Maywood
7. Melrose Park
8. Northlake
9. Palatine
10. River Forest
11. Rolling Meadows
12. Stone Park
13. Wayne
14. School District 59
15. School District 63
16. School District 80
17. School District 81
18. School District 85.5
19. School District 89
20. School District 234
21. 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; Mr Barry Cooper – FAA; Tony Molinaro – FAA; Christina Drouet – FAA; Ted Mason - U.S. Rep. Raja Krishnamoorthi; Marty McAlpin – Senator Laura Murphy; and Franco Tedeschi – American Airlines.

PLEDGE OF ALLEGIANCE

The audience recited the Pledge of Allegiance.

APPROVAL OF MINUTES – May 5, 2017

Mr. Ryan moved to approve the May 5, 2017 ONCC meeting minutes; Mr. Sak seconded the motion. The members approved the minutes by unanimous voice vote.

Recognition: Mr. Barry Cooper, FAA Great Region Administrator

Mayor Juracek reported the ONCC recognizes a good friend of the commission, FAA Great Lakes Regional Administrator Barry Cooper who will retire from the FAA next month. She said the ONCC has been very fortunate to have had such a longstanding relationship with the FAA and due to the help of Barry Cooper. She noted he has always been accessible, fair, transparent, helpful and willing to address the concerns of the ONCC in person at several ONCC meetings. She said he has shared his staff with us during committee meetings and community

outreach. She also stated he helped give the ONCC a voice on the national level in Washington.

Mayor Juracek then read the proclamation for Mr. Barry Cooper.

Mr. Cooper thanked everyone and the ONCC and noted leaving his position was difficult because he has been a spokesperson for the FAA for 10 years. He noted he applauds the ONCC for their hard work and he looks forward to hearing great things in the future.

CHICAGO DEPARTMENT OF AVIATION REPORT

A. April 2017 ANMS Report

Chief Operating Officer Jonathan Leach also thanked and congratulated Mr. Cooper. He noted his collaboration and teamwork has been unprecedented.

Mr. Jackson presented the April 2017 ANMS report: Runway 9R—most used departure runway at 30 percent; Runway 10C—most used arrival runway at 23 percent. Complaint calls (all hours) totaled 565,697 from 171,748 residents. Of the 171,748 residents 67,696 complaints were made during the nighttime hours.

REPORT OF THE COMMISSION CHAIR – Mayor Arlene A. Juracek

A) 2018 Aviation Noise Symposium Planning Committee

Mayor Juracek reported she recently attended the Aviation Noise Symposium Planning Committee in Washington D.C. She said the symposium will be held at University of California, Davis in February 2018. She noted she learned a few things that will be discussed. She said in addition, to information regarding the FAA's nationwide survey of the 20 airports for aircraft noise and the 65DNL threshold, there will be another study being conducted on the physical and emotional health with regards to aircraft noise and frequency. She asked how do we do this and how do we fund these studies? She noted she cannot report an instant answer, but these issues are a concern and are being addressed and the ONCC will continue to keep pushing. She also said she learned that aircraft engine manufacturer Pratt & Whitney will be sending a representative to ONCC to discuss their work on quieter aircraft engines. She announced that the ONCC members should send Jeanette a copy of their open meetings certificate to have on file. She noted the members all need to be certified and said it helps to keep current with the Attorney General's office.

Report of the ONCC Standing/Ad Hoc Committee

1) Residential Committee Report – Mr. Ron Sak

Mr. Sak reported there were a total of 659 enrolled in Phase 17 Bid Packages 1 and 2. He noted home inventories are complete for 659 homes. He said field measurements on the Contract for Bid Package 2 began on May 22, 2017 and field Measurements on the Contract for Bid Package 1 is scheduled to begin in mid-June 2017. He said the CDA are still in the process of finalizing preparations for Phase 17 Bid Package 3. He also said the Homeowner Briefing for Phase 17 Bid Package 3 which includes homes contributing to the Norwood Park Historical District are scheduled to take place on June 22nd, 2017. He explained The CDA would continue other preparations for this Bid Package. Mr. Sak said there were a total of 529 eligible for Phase 18 and CDA are in the process of finalizing the selection of an architectural firm for the design work.

The next Residential Committee meeting will take place on Wednesday, September 20, 2017, at the Norridge Village Hall at 9:30 A.M.

2) Ad Hoc Fly Quiet Committee Report – Mr. Joseph J. Annunzio, Chair

Mr. Annunzio reported the ONCC Ad Hoc Fly Quiet Committee met on Friday, May 19th. He said the Chicago Department of Aviation provided two options for the proposed Runway

Rotation Test 3 to the committee. He noted Runway Rotation Test 3 does not include use of Runway 15/33, but expects it to be used during shoulder hours. He said the committee discussed both Options A and B and voted to present Option B to the full commission for a vote. He acknowledged the SOC members also supported Option B. He stated if approved by the full commission, Test 3 will be in operation for 12 weeks following Test 2. He said Aaron will give the members a brief overview of Test 3, Option B and then Mayor Juracek will open the floor for discussion and a vote.

Mr. Frame reported Test 3, Option B was a way to mirror Test 2 but to also depart from it. He presented a chart of the 12 week rotation test and noted if the test passes by the full commission CDA will submit the proposal for review and approval by the FAA. He noted Test 3 would immediately begin after Test 2 concludes. He clarified weeks 9 through 12 are a repeat of weeks 1 through 4. Mr. Frame said there are no new configurations but what has changed was the removal of Runway 15/33 and configurations that were retired. He said the CDA will decommission Runway 15/33 and noted it has been in discussion for the past 12 years. He stated the decommissioning will happen in the spring of 2018. He said one of the goals CDA has for the commission would be to implement a rotation during the interim period between spring of 2018 when Runway 15/33 goes out of service and the fall of 2020 when Runway 9C/27C comes online. He stated the tests are allowable by the FAA under existing policy in that the environmental impact are temporary and do not exceed 6 months. Mr. Frame noted the value of Test 3 would be to undergo a rotation test without Runway 15/33 to help prepare for a longer rotation period. He said Test 3 would run from mid-July to mid-October and an analysis will take place. He also said during the 2 and half years for the interim period there will also be an analysis. Mr. Frame noted the importance of Test 3 without Runway 15/33 to collect feedback from citizens and think about what an interim rotation could achieve. He said original Fly Quiet will proceed after Test 3 ends for the period of October until spring when Runway 15/33 decommissions.

Mayor Juracek asked Mr. Frame to explain the sequence He said original Fly Quiet will precede after Test 3 ends for the period of October until spring when Runway 15/33 decommissions.

Mayor Juracek asked Mr. Frame to explain the sequence of what Fly Quiet would look like if Test 3 does not pass.

Mr. Frame replied Test 2 concludes mid-July and if Test 3 does not pass it would go back to regular Fly Quiet from the period of mid-July to early spring. He noted there are still things to consider such as; if Test 3 does not pass the Fly Quiet Committee could reconvene and noted an analysis will begin this summer for the interim period. He said because the interim period surpasses 6 months the FAA wants CDA to participate in a public participation during the fall.

Alderman Chester said he was curious as to why there are 3 east-west runways and 2 diagonals and noted 50 percent of the load are on both diagonals. He said one of the diagonal runways are the shortest on the airfield and asked why that approach.

Mr. Frame said the North and South runways are shut a night because the towers are not staffed. He said of the 8 runways they are down to 5 in the proposal. He said generally air traffic are dependent on weather and winds. He noted the importance of balancing so there will not be consecutive impacts.

Alderman Chester said he does not understand because the diagonals are getting 50 percent of the load and the other two are getting less than 50 percent. He noted he was concerned because the diagonal runway was also short.

Mr. Frame said the same policy will remain and if a pilot chooses to have a longer they are able to request it 2 hours in advanced. He said many of the group 5 aircraft use the 4'22's.

Mr. Jackson said there are 3 parallel runways and 2 diagonal runways. He said configurations presented in Test 2 and 3 are feasible from the FAA and Air Traffic standpoint.

Mr. Dwyer thanked the Ad Hoc Fly Quiet Committee and Mr. Annuzio for running a fair and balanced meeting. He then said FAiR is opposed to Test 3, Option B and read the following statement:



FAiR Solutions:
Use all runways
Mandatory "Fly Quiet"
Neighborhood-based air traffic plan
Noise monitoring and abatement
Environmental Impact Statement
Regional solutions to noise impact

June 2, 2017

Dear FAA, CDA, and Members of the ONCC:

FAiR would like to acknowledge the hard work of all those individuals and organizations who have worked to develop Fly Quiet options. We are grateful for the opportunity to be part of the process.

We are very concerned with the proposed Test 3 rotation which eliminates 15/33 and the ability of the airport to alleviate the concentrated impacts of wide-bodied aircraft. This significantly increases the burden on the most affected communities in the form of overnight aircraft in every night of the rotation (see Exhibit on page 2). We therefore must oppose this test which we feel is in direct conflict with the clearly defined criteria that received a 2/3 consensus vote at the ONCC on May 6th, 2016.

Test 1 and 2 Criteria Review:

1. Establish Rotation Plan
2. Alternate East and West Flow
3. **Avoid Consecutive Community Impacts**
4. Reduce Use of Runway 10L/28R
5. **Include Runway 15/33** (formerly 14R/ 32L)
6. Conduct a Test and Monitor Performance
7. **Require ONCC Review**

Why FAiR Opposes Proposed Test 3 Rotation:

Testing without 15/33 was not requested by the FAA and is not required for FAA consideration of an interim Fly Quiet proposal. This recommendation is solely at the discretion of CDA and the ONCC. The ONCC consensus has been to provide overnight relief to the most impacted communities using all the capabilities of the airport with the goal to "Avoid Consecutive Community Impacts." Early removal of 15/33 places an unnecessary burden on these communities in the form of wide-bodied aircraft every night of the rotation.

Closing 15/33 to usage violates the promise made by Commissioner Evans as a result of the MOU meetings in 2015 to use this runway for as long as it's available. This was once again reiterated in the February 14th, 2017 letter to Congressman Quigley which states: "Until runway 27C is operational, FAA Air Traffic will use runway 33 for departures, primarily during night time hours..."

The operational and noise impacts of Test 2 will not be evaluated prior to the final vote on Test 3, in seeming conflict with the FAA 1050.1F categorical exemption that allows these tests. FAA approval of Test 2 requires that "the test data collected will be used to assess the operational and noise impacts of the test." Configuration L, which is new in Test 2 and includes 4L departures, will not be tested until Week 10 of Test 2. No analysis of the operational or noise impacts of this new configuration has occurred and yet it will be implemented again in Test 3.

Survey results and an opportunity for community input following Test 2 would seem to be of little merit when the next phase of testing has already been determined. Tests 1 and 2 included "Require ONCC Review" as the final review criteria, something that would occur in this case after Test 3 has already begun. Excluding community input as part of the process to influence subsequent decisions severely compromises confidence in this process.

FAiR is a coalition of community organizations dedicated to the equitable distribution of O'Hare aircraft traffic.

What FAiR Proposes:

Eliminate Test 3 as currently proposed from consideration for as long as 15/33 is available.

Recommend a 12-week extension of Test 2 be considered by the ONCC which will provide a comparable data set to Test 1. An extension of Test 2 would still require approval by the FAA, but would comply with the FAA Order 1050.1F categorical exclusion for a test not exceeding 6 months. **Note that all configurations proposed in Test 3 are present in Test 2 as well.**

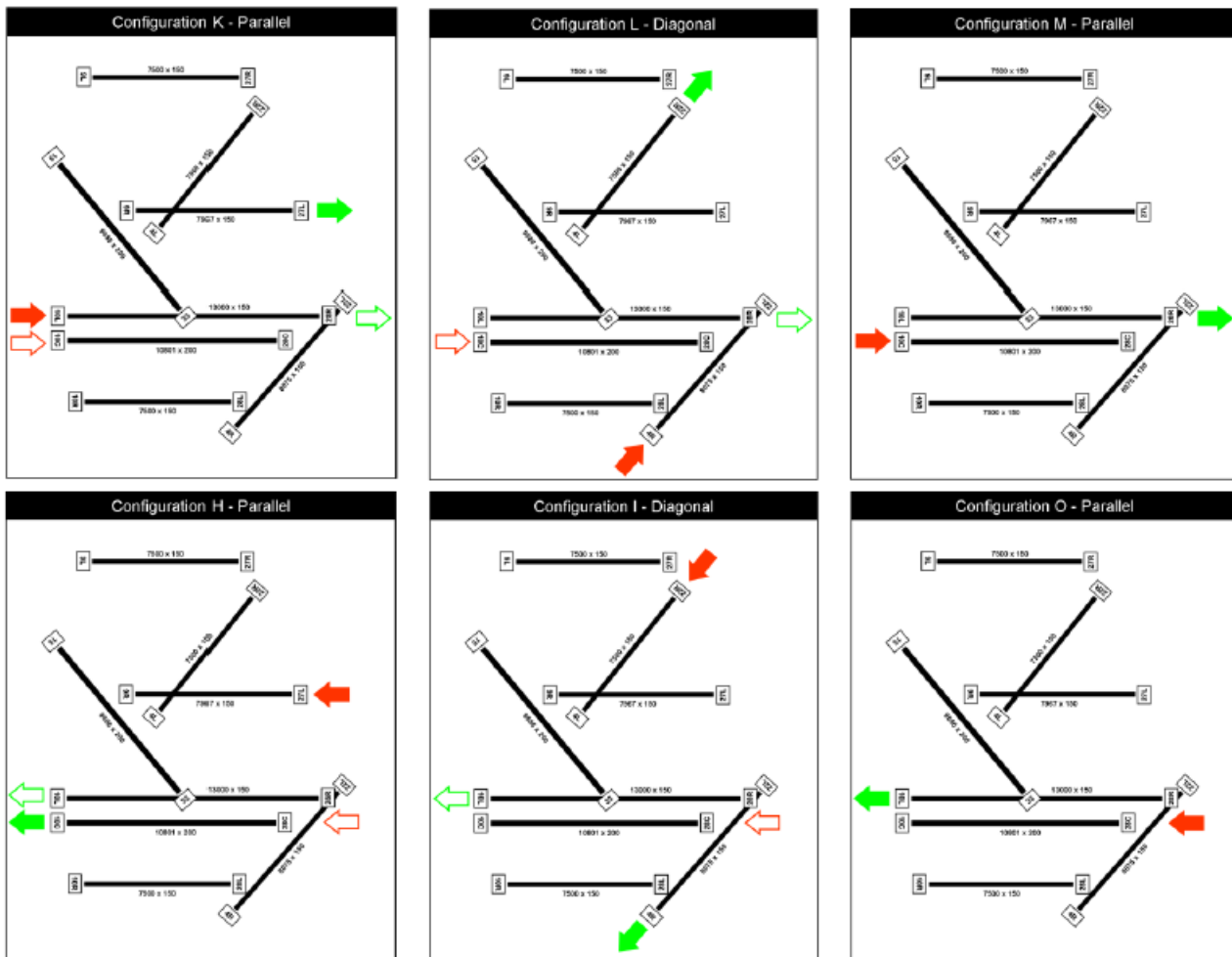
Develop a new Test 3 using the configurations that provide the best balance of relief and that meets all the criteria established by the ONCC. This test would run November 2017 through April 2018 and include 4 months for which weather and demand conditions have not been previously analyzed.

Utilize the operational and noise impact data from a revised 6 month Test 3 to refine procedures under development for the 2018-2020 Fly Quiet period.

FAiR urges the ONCC to consider these recommendations and keep its commitment to develop rotation plans that provide balanced impacts for all communities.

Sincerely,
FAiR Leadership

CDA Proposed Test 3 Configurations



Secondary runways noted for pilot's preference, runway maintenance, and where aircraft may require a longer or wider runway.

← Primary Arrival
 ← Secondary Arrival
 → Primary Departure
 → Secondary Departure

The secondary runways denoted with an outlined arrow are available for request by wide-bodied aircraft. Without 15/33 available, more wide-bodied operations move to 10L/28R and 10C/28C in diagonal configurations L and I, impacting the same communities every night.

Mayor Juracek thanked Mr. Dwyer and stressed it was only the first proposal on whether or not to have a Test 3. She said depending on the outcome of the vote FAiR's proposal on page 2 presented by Mr. Dwyer could be taken into consideration by the Ad Hoc Fly Quiet Committee and CDA for implementation.

Mayor Maloney asked why the members are not receiving data from Test 2 before Test 3 begins.

Mr. Frame said Test 2 and 3 were proposed back to back in order to get them in while working on an analysis for an interim rotation. He noted CDA has been posting weekly data for Test 2. He assured at the conclusion of Test 2 CDA would present data to the Fly Quiet Committee and community feedback.

Mayor Maloney asked if data from Test 2 was conclusive.

Mr. Frame said both Test 2 and 3 have different goals. He noted Test 2 was taken from what was learned in Test 1 and Test 2 was designed to keep a rotation going but make changes that were of value. He noted Test 3 are fundamentally a set of different configurations which was to remove Runway 15/33.

Mayor Maloney asked if going from Test 1 to Test 2 was also immediate.

Mr. Frame replied no and noted Test 1 concluded in late December and noted there were committee meetings in January and February. He then said Test began on April 30.

Chief Operating Officer Jonathan Leach part of the commitment of Test 2 was to use Runway 15/33 as much as possible. He noted Test 3 has value because it will give an idea of what it would be like without Runway 15/33.

Mayor Juracek said the goal would be to bring noise relief to an extent.

Mayor Maloney said Park Ridge will be voting no for Test 3 Option because the first 2 Tests have resulted in an increase of traffic in noise and a decrease of predictability.

Alderman Dunn noted comments made by FAiR and said moving forward with a vote would be premature. He said Test 3 developed just a few weeks into Test 2. He stated solutions are wanted quickly but the right ones need to be made. He said he believed the commission are headed in the wrong direction and has concerns. Alderman Dunn then made a motion to postpone the vote until the next ONCC meeting.

Mayor Juracek pointed out that the next ONCC meeting was not until September which would mean going back to original Fly Quiet without any rotation for an extended period of time.

Alderman Chester seconded the motion to postpone the vote for a Test 3.

Alderman Arena said he was concerned about delaying the vote and noted the data on the report from July 2016 to December 2016 showed the number of complaints dropped. He then said the data indicates rotation has become important. He said if Fly Quiet goes back to original then there will be no relief and said citizens will ask why was the rotation taken away. He said it will be important to know what the members will adopt in the spring. He then made a motion to vote no on tabling a vote for a Test 3.

Mayor Pulic said if tabled the commission will not meet until September and seconded Alderman Arena’s motion to vote no on tabling the vote for a Test 3.

Ms. Dunlap said aside from residents in the 41st ward, she has also spoken to State Reps, State Senator’s and County Commissioner and noted they like rotation. She said residents are experiencing actual relief and the data shows that. She also urged a no vote on tabling Test 3.

Mayor Juracek said there will be a vote first to table Test 3 Option B with no rotation the rest of the summer when Test 2 concludes. She reminded the members the vote was by a simple majority and therefore, there must be 30 yes votes.

Roll Call: To table the vote on Test 3

1. Addison - No	30. Northlake – Absent
2. Arlington Heights – No	31. Palatine – Absent
3. Bartlett - Absent	32. Park Ridge – Yes
4. Bensenville - No	33. River Forest – Absent
5. Bloomingdale – No	34. River Grove – No
6. Chicago – No	35. Rolling Meadows – Absent
7. Chicago 36 th Ward – No	36. Rosemont – No
8. Chicago 38 th Ward – No	37. Schaumburg – No
9. Chicago 39 th Ward – Absent	38. Schiller Park – No
10. Chicago 40 th Ward - No	39. South Barrington – No
11. Chicago 41 st Ward – No	40. Stone Park – Absent
12. Chicago 45 th Ward – No	41. Wayne – Absent
13. Cook County – Absent	42. Wood Dale – No
14. Des Plaines – Yes	43. School District 59 – Absent
15. Downers Grove – Yes	44. School District 63 – Absent
16. DuPage County – Absent	45. School District 64 – No
17. Elmhurst – Yes	46. School District 80 – Absent
18. Elmwood Park – No	47. School District 81 – Absent
19. Franklin Park – No	48. School District 84 - No
20. Hanover Park – No	49. School District 84 ½ - No
21. Harwood Heights – No	50. School District 85 ½ - Absent
22. Hoffman Estates – No	51. School District 86 – No
23. Itasca – No	52. School District 87 – No
24. Lincolnwood – Absent	53. School District 89 – Absent
25. Maywood – Absent	54. School District 100 - No
26. Melrose Park – Absent	55. School District 214 – No
27. Mount Prospect – No	56. School District 234 – Absent
28. Niles – No	57. School District 299 – No
29. Norridge - No	58. School District 401 – Absent

The motion failed with 4 yes votes and 32 no votes to table the vote for a Test 3.

Mr. Sak made a motion and Mayor Pulice seconded to adopt Test 3 Option B.

Roll Call: Test 3 Option B

1. Addison - Yes	30. Northlake – Absent
2. Arlington Heights – Yes	31. Palatine – Absent

3. Bartlett - Absent	32. Park Ridge – No
4. Bensenville - Yes	33. River Forest – Absent
5. Bloomingdale – Yes	34. River Grove – Yes
6. Chicago – Yes	35. Rolling Meadows – Absent
7. Chicago 36 th Ward – Yes	36. Rosemont – Yes
8. Chicago 38 th Ward – Yes	37. Schaumburg – Yes
9. Chicago 39 th Ward – Absent	38. Schiller Park – Yes
10. Chicago 40 th Ward - Yes	39. South Barrington – Yes
11. Chicago 41 st Ward – Yes	40. Stone Park – Absent
12. Chicago 45 th Ward – Yes	41. Wayne – Absent
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 – No
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 – Yes	51. School District 86 – Yes
23. Itasca – Yes	52. School District 87 – Yes
24. Lincolnwood – Absent	53. School District 89 – Absent
25. Maywood – Absent	54. School District 100 - Yes
26. Melrose Park – Absent	55. School District 214 – Yes
27. Mount Prospect – Yes	56. School District 234 – Absent
28. Niles – Yes	57. School District 299 – Yes
29. Norridge - Yes	58. School District 401 – Absent

The motion passes with 31 yes votes and 5 no votes to move forward with a Runway Rotation Test 3 Option B.

Mayor Juracek thanked the members and noted materials will be provided and appropriated links to the data as it comes in over the course of the summer. She then recognized Mr. Tedeschi Vice President of American Airlines.

REPORT OF THE EXECUTIVE DIRECTOR – MS. JEANETTE CAMACHO

A) Approval of May 2017 Financial Report

Ms. Camacho reported the May expenses totaled \$16,475.64. Mr. Ryan made a motion and Mr. Sak seconded followed by a roll call.

1. Addison - Yes	30. Northlake – Absent
2. Arlington Heights – Yes	31. Palatine – Absent
3. Bartlett - Absent	32. Park Ridge – Yes
4. Bensenville - Yes	33. River Forest – Absent
5. Bloomingdale – Yes	34. River Grove – Yes
6. Chicago – Yes	35. Rolling Meadows – Absent
7. Chicago 36 th Ward – Yes	36. Rosemont – Yes
8. Chicago 38 th Ward – Yes	37. Schaumburg – Yes
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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 – Yes	51. School District 86 – Yes
23. Itasca – Yes	52. School District 87 – Yes
24. Lincolnwood – Absent	53. School District 89 – Absent
25. Maywood – Absent	54. School District 100 - Yes
26. Melrose Park – Absent	55. School District 214 – Yes
27. Mount Prospect – Yes	56. School District 234 – Absent
28. Niles – Yes	57. School District 299 – Yes
29. Norridge - Yes	58. School District 401 – Absent

Ms. Camacho reported a Noise 101 Session will take place on June 16th @ 1 p.m. at the Chicago Department of Aviation Building. She said the session will give those an opportunity to learn the basics of aircraft noise and basic airport operations. She noted those who are interested in attending, to send her an email. She also said the ONCC was recently contacted by the Attorney General's office regarding Open Meeting Act training for all ONCC members, alternates and designees. She thanked the members who responded to her email dated May 11th and provided her with their certificate. She noted to please follow the link provided in the email or to contact her for those who have not done so.

The next ONCC meeting will be held on Friday, September 8, at 8 a.m. at Café La Cave.

COMMENTS FROM ONCC MEMBERS

No comments.

COMMENTS FROM THE AUDIENCE

Mr. Dwyer, a resident of Medinah and a member of FAiR, said he was not surprised by the vote and said constituents will be surprised. He said it seems as if Runway 9C/27C will be heavily relied on. He noted Runway 9R was taken out of the rotation due to taxiing issues to and from the Hangars. He said Runway 9C will be 3,000 feet longer and said there could potentially be a similar issue with the northeast cargo facility. Mr. Dwyer pointed out Runway 9C/27C was not modeled to be an overnight runway and noise mitigations have not been instituted for that runway when it comes online. He also said Test 3 seems to be the template for the next 2 to 3 years and may extend well beyond that. He noted from the Test 1 data it showed 29 of the 100 aircraft that are part of Fly Quiet II are wide-body and therefore, a portion will end up on those east-west runways.

Ms. Sandrik, a resident of Park Ridge said flight noise should stop at 10p.m. and not start again until 6a.m. She said it has been noisy till after midnight and noted it should be unacceptable.

Mayor Juracek said the airport could not be closed at night but noted the rotation helps to build relief overnight.

Mr. Rubsam, a resident of Park Ridge thanked Mayor Maloney for speaking on behalf of the residents in Park Ridge. He said he purchased his home 4 years ago in the Country Club area of Park Ridge knowing that aircraft did not affect his area. However, he said because of the Fly Quiet there are not planes banking over his home, landing and taking-off. He then noted one night when he came home from 10p.m. until 12a.m. there were planes going over their home every 2 to 5 minutes. Mr. Rubsam said the meeting was very informative however residents in Park Ridge are taking the hit.

Mayor Juracek noted there are a number of concerns 360 degrees around the airport with flight tracks and banking. She said the Technical Committee focuses on that subject and continue to do so.

Mr. Nelson had a question about the location of the Noise Monitors.

Ms. Stolzer, a resident of Park Ridge thanked the commission for allowing her to speak at the meeting. She said it has been unfair to shift the noise over residents who live in a home and thinking they would not be impacted by aircraft. She noted there has been a lot of trouble with cargo aircraft at night and are directly over her home. She then submitted a document she has logged with all the cargo aircraft at night. Ms. Stolzer said the reporting she has done does not allow her to convey how significant the noise has been when logging a complaint on the database. She also said when the weather becomes bad it can be difficult getting in contact with 311 and therefore, some complaints do not get filed.

Date	5/22/2017	5/22/17-5/23/17	5/23/2017	5/24/2017	5/25/2017	5/26/2017	5/27/2017
Complaint Number	17-03298257	17-03301827			17-0345504		17-0342618
Time	2:23 AM	10:53 PM	10:11 PM	No	2:54 AM	No	10:14 PM
	3:53 AM	10:55 PM	10:17 PM	Nighttime	2:59 AM	Nighttime	10:16 PM
	3:57 AM	11:04 PM	10:22 PM	Noise	3:56 AM	Noise	10:31 PM
	4:04 AM	11:06 PM	10:24 PM	Observed	3:58 AM	Observed	10:38 PM
	4:07 AM	Sleep	10:26 PM		4:39 AM		10:41 PM
	4:13 AM	11:42 PM	10:27 PM		4:40 AM		10:43 PM
	4:22 AM	11:44 PM	10:29 PM		4:42 AM		10:47 PM
*Daytime noise not included	4:27 AM	11:46 PM	10:30 PM		4:45 AM		10:50 PM
	4:32 AM	11:48 PM	10:32 PM		4:47 AM		10:52 PM
	4:42 AM	11:50 PM	10:34 PM		4:50 AM		10:57 PM
	4:45 AM	11:52 PM	10:43 PM		5:03 AM		11:01 PM
	4:48 AM	11:54 PM	10:52 PM		5:06 AM		11:03 PM
	4:50 AM	11:56 PM	10:54 PM		5:09 AM		11:05 PM
	4:53 AM	11:57 PM	11:03 PM		5:11 AM		11:19 PM
	4:55 AM	11:59 PM	11:07 PM		5:13 AM		11:28 PM
		Sleep	11:33 PM		5:16 AM		11:48 PM
		4:11 AM			5:20 AM		11:50 PM
		4:14 AM			5:22 AM		11:52 PM
		4:15 AM			5:28 AM		11:54 PM
		4:18 AM			5:30 AM		12:18 AM
		4:25 AM			5:31 AM		Sleep
		4:26 AM			5:33 AM		5:30 AM
		4:28 AM			5:35 AM		5:33 AM
		4:30 AM			5:37 AM		5:35 AM
		4:32 AM			5:39 AM		6:16 AM
		4:47 AM			Got up		
		4:55 AM					
		4:58 AM					
		4:59 AM					
		5:01 AM					
		5:11 AM					
		5:25 AM					
		Got up					

Mr. Al Rapp, a resident of Park Ridge and a member of FAiR said he made an observation on how quickly the rotation went from one scenario that was reasoned and presented by the CDA to a whole other discussion. He said he agreed with Alderman Arena that residents were getting some relief but noted it was because Runway 15/33 was part of the rotation. He said the results coming out of Test 2 and Test 3 are going to look different for the communities. He then said Test 3 puts operations on Runway 4L and Runway 22R every other week. Mr. Rapp said the group should better distribute for all residents who are impacted. He noted operations at night can be managed by limiting them and noted it would take legislation and elected officials at the federal level to help do so.

Mr. Gagliardi, a resident of Chicago and a member of FAiR said Runway 15/33 has been set to be decommissioned in early spring of 2018 but noted it was not mandatory because that was a

possible date. He also pointed out rotation plan does not and could not include the new runway that will come online. He said as it gets closer to decommissioning the diagonal runway the choices diminish and asked the members to think ahead in the future. He said from 10p.m. to 7a.m. only one tower operates.

MEETING ADJOURNMENT

Mr. Sak moved and Mr. Ryan seconded the motion to adjourn the meeting. The motion was approved by a unanimous voice vote. The meeting adjourned at 9:35a.m.