



APPROVED MEETING MINUTES MAY 4, 2018

The O'Hare Noise Compatibility Commission (ONCC) met on Friday, May 4, 2018 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. Scott Skrycki, Alternate, Village of Bartlett
3. Mr. Evan Summers, Designee, Village of Bensenville
4. Mr. Pierto Scalera, Alternate Village of Bloomingdale
5. Commissioner Ginger Evans, Member, (CDA)
6. Alderman Nicholas Sposato, Member. Chicago
7. Mr. Peter Bialek, Designee, Chicago Ward 39
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 Malcolm Chester, Alternate, City of Des Plaines
12. Ms. Megan Miles, Alternate, Village of Downers Grove
13. Mr. Sergio Ruffolo, Designee, DuPage County
14. Alderman Bob Dunn, Alternate, City of Elmhurst
15. Trustee Alan Kaminski, Designee, Village of Elmhurst
16. Mr. Don Owen, Designee, Village of Glenview
17. Trustee Jon Kunkel, Designee, Village of Hanover Park
18. Mayor Arlene Jezierny, Member, Village of Harwood Heights
19. Mayor Jeffrey Pruyn, Member, Village of Itasca
20. Ms. Ashley Engelmann, Alternate, Village of Lincolnwood
21. Mr. Davin Meyers, Alternate, Village of Maywood
22. Residential Vice Chair Ralph Sorce, Designee, Village of Melrose Park
23. ONCC Chair Mayor Arlene Juracek, Member, Village of Mount Prospect
24. Vice Chair Joseph Annunzio, Designee, Village of Niles
25. Mr. Brian Gaseor, Alternate, Village of Norridge
26. Mayor Jeffrey Sherwin, Member, City of Northlake
27. Mr. Elias Koutas, Alternate, Village of Palatine
28. Ms. Rebecca Mills, Designee, City of Park Ridge
29. Technical Committee Vice Chair Dennis Ryan, Designee, Village of River Grove
30. Ms. Lori Ciezak, Alternate, City of Rolling Meadows
31. Mr. Eric Palm, Alternate, Village of River Forest
32. Mr. Brian Baugh, Designee, Village of Rosemont
33. Ms. Karyn Robles, Designee, Village of Schaumburg
34. Trustee Russell Klug, Designee, Village of Schiller Park
35. Mayor Paula McCombie, Member, Village of South Barrington
36. Trustee Ann Tigges, Designee, Village of Wayne
37. Mayor Nunzio Pulice, Member, City of Wood Dale
38. Superintendent Paul O'Malley, Member, School District 80
39. Mr. John Barry, Alternate, School Districts 84 & 84½

40. Mr. Dan Sullivan, Alternate, School District 87
41. Mr. Raymond Lauk, Alternate, School District 89
42. Superintendent James Ongtengco, School 100
43. Ms. Kara Caforio, Alternate, School District 205
44. Superintendent Jennifer Kelsall, School District 234

The following ONCC members were **ABSENT**:

1. Arlington Heights
2. Chicago Ward 36
3. Cook County
4. Franklin Park
5. Hoffman Estates
6. Stone Park
7. School District 2
8. School District 7
9. School District 48
10. School District 59
11. School District 63
12. School District 64
13. School District 81
14. School District 85 ½
15. School District 86
16. School District 88
17. School District 100
18. School District 207
19. School District 214
20. School District 299
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; Jeffrey Jackson – Landrum & Brown; Clare O’Shea – ONCC Consultant and Maura El Metennani – ONCC Consultant.

The following guests also were in attendance: Mary Ann Levar – U.S. Rep. Mike Quigley - Erica Reardon – U.S. Rep. Mike Quigley; Rebecca MacPherson – FAA; Tony Molinaro – FAA; Amy Hanson– FAA; Deb Bartell - FAA; Christina Drouet – FAA; Ted Mason – U.S. Rep. Raja Krishnamoorthi and Andrew Gomberg – IL Senator Laura Murphy.

PLEDGE OF ALLEGIANCE

All in attendance recited the Pledge of Allegiance.

ONCC ANNUAL MEETING

Ad Hoc Nominating Committee Report

Mayor Sherwin reported the Ad Hoc Nominating Committee met on April 18, 2018 to review, discuss and nominate recommended candidates for the 2018 ONCC slate of officers. He received no nominations from ONCC members. The current ONCC officers had expressed

interest in continuing to participate in their current leadership roles. He thanked Ad Hoc Nominating Committee members: Mr. Raymond Lauk, School District 89; Mr. Brian Gaseor, Norridge; Mr. Elias Koutas, Palatine; Trustee Marty Hower, Itasca

Mayor Sherwin asked for a motion and a second to approve the Ad Hoc Nominating Committee meeting minutes.

Approval of Ad Hoc Nominating Committee Meeting Minutes – April 18, 2018

Mr. Koutas moved and Mr. Lauk seconded the motion to approve the April 18, 2018 Ad Hoc Nominating Committee Meeting minutes. The members approved the minutes by unanimous voice vote.

Mayor Sherwin reported as reflected on ONCC Resolution 2018-5 the Ad Hoc Nominating Committee recommended the following 2018 slate for the offices of chair, vice-chair, and treasurer:

Mayor Arlene Juracek of Mount Prospect, Chair
 Mr. Joseph Annunzio of Nilas, Vice-Chair
 Dr. Raymond J. Kuper, Treasurer

Mr. Evans moved to approve ONCC Resolution 2018-5 for the 2018 ONCC Officers. **Ms. Robles** seconded the motion.

Roll Call

1. Addison - Yes	32. Palatine – Yes
2. Arlington Heights –Absent	33. Park Ridge – Yes
3. Bartlett - Yes	34. River Forest – Yes
4. Bensenville - Yes	35. River Grove – Yes
5. Bloomingdale – Yes	36. Rolling Meadows – Yes
6. Chicago – Yes	37. Rosemont – Yes
7. Chicago 36 th Ward – Absent	38. Schaumburg – Yes
8. Chicago 38 th Ward – Yes	39. Schiller Park – Yes
9. Chicago 39 th Ward – Yes	40. South Barrington – Yes
10. Chicago 40 th Ward – Yes	41. Stone Park – Absent
11. Chicago 41 st Ward – Yes	42. Wayne – Yes
12. Chicago 45 th Ward – Yes	43. Wood Dale – Yes
13. Cook County – Absent	44. School District 2 - Absent
14. Des Plaines – Yes	45. School District 7 - Absent
15. Downers Grove – Yes	46. School District 48 - Absent
16. DuPage County – Yes	47. School District 59 – Absent
17. Elmhurst – Yes	48. School District 63 – Absent
18. Elmwood Park – Yes	49. School District 64 – Absent
19. Franklin Park – Absent	50. School District 80 – Yes
20. Glenview - Yes	51. School District 81 – Absent
21. Hanover Park – Yes	52. School District 84 - Yes
22. Harwood Heights – Yes	53. School District 84 ½ - Yes
23. Hoffman Estates – Absent	54. School District 85 ½ - Absent
24. Itasca – Yes	55. School District 86 – Absent
25. Lincolnwood – Yes	56. School District 87 – Absent
26. Maywood – Yes	57. School District 88 - Absent
27. Melrose Park – Yes	58. School District 89 – Yes
28. Mount Prospect – Yes	59. School District 100 - Absent
29. Nilas – Yes	60. School District 205 - Yes
30. Norridge - Yes	61. School District 207 - Absent

31. Northlake – Yes	62. School District 214 – Absent
	63. School District 234 – Yes
	64. School District 299 – Absent
	65. School District 401 – Absent

Mayor Juracek thanked ONCC members for their support and vote of confidence. She said she was honored to serve on the 2018 leadership team along with Joe Annunzio and Dr. Raymond Kuper for another year and looked forward to continuing the important work they had started. She said that last year, the FAA recognized ONCC as an unmatched community leader in aircraft noise mitigation. After the last two years of Fly Quiet Runway Rotation testing, other major airports worldwide were taking notice of ONCC as a change agent for noise abatement policies. She said ONCC would continue to remain focused on its cutting-edge reputation by adding informative speakers and panel discussions to meeting agendas. The goal was to enlighten membership by updating and briefing them about aviation procedures, the latest policies and technological advances. Last year, ONCC pledged to keep the communication channels at ONCC open and timely. To help achieve that goal, ONCC launched a monthly e-newsletter and invited all to subscribe to it on the ONCC website. It is a great opportunity to stay informed and updated on ONCC meetings and news as well as news within the aviation community. She appreciated the selfless work of ONCC committee chairs and vice chairs and applauded ONCC members who work as regional stewards to achieve noise mitigation in an equitable manner, while taking into account the 360-degree arc of residents surrounding the airport. She thanked all the citizens who attended ONCC meetings and shared their perspectives.

2017 ONCC Annual Report

Mayor Juracek presented the ONCC 2017 Annual Report. The report provided an overview of 2017 and highlighted the Commission’s accomplishments while looking forward to issues being addressed in the coming year.

ANNUAL MEETING ADJOURNMENT

Trustee Kunkel moved and Mr. Ryan seconded the motion to adjourn the meeting. The motion was approved by a unanimous voice vote.

ONCC Meeting

APPROVAL OF MINUTES – April 13, 2018

Alderman Arena moved and Mr. Ryan seconded the motion to approve the April 13, 2018 ONCC meeting minutes. The members approved the minutes by unanimous voice vote.

Report of the ONCC Chair – Mayor Arlene A. Juracek

1) ONCC Panel Discussion on Daytime Departures

Mayor Juracek reported that the idea for today’s panel discussion stemmed from a meeting ONCC leadership had with representatives of the FAA, O’Hare Tower management and United Airlines at the Great Lakes Regional FAA office to address concerns about daytime departure turns and flight paths. As a result of that meeting, she believed it would be beneficial to host a panel discussion on the subject of departure paths at an ONCC meeting. ONCC members were asked to submit questions in advance of the meeting so the panel had time to develop appropriate responses.

She said no questions would be taken, but if anyone had a question related to daytime departure paths that was not covered in the discussion, they were encouraged to contact Ms. Camacho. She thanked FAA Great Lakes Regional Administrator Rebecca MacPherson and her staff for taking the lead in coordinating the discussion. Administrator MacPherson and her team

refined all the questions submitted to seven pertinent questions. The discussion would focus on current daytime departure operations.

She mentioned that O'Hare was the only airport in the world with a dual hub for United and American airlines. She thanked the panelists for their time and input into the discussion and for the collaborative nature of this effort to inform and educate the public.

Panel members included:

- **Mr. Bill Tracey**, General Manager of Air Traffic Services for the Chicago area. Mr. Tracey has been with the FAA in Chicago for 33 years as an Air Traffic Controller and Manager.
- **Captain Tim Raynor**, who has been with American Airlines for 20 years and is currently a 737 Captain, flying both domestic and international routes. He has been a Chief Pilot at ORD for three years.
- **Captain Bo Ellis** has been with United Airlines for 34 years and is currently a 777 Captain, flying both domestic and international routes. He has been a Chief Pilot at LAX and ORD for 11 years.
- **Mr. Glenn Morse** is currently the Director of Industry Affairs, Network Operations Control (NOC) for United Airlines. He is responsible for industry coordination and outreach in matters relating to NextGen, ATC policies and procedures, airport operations, and aircraft noise. Prior to joining United, Glenn was Managing Director – Regional Operations, for the Air Transport Association coordinating ATC, airport operations and noise issues for member airlines in the Northeast. Glenn started his airline career in Flight Operations at TWA.
- **Deputy Commissioner Aaron Frame** of the Chicago Department of Aviation. In his role, Mr. Frame manages the environmental and noise programs for Chicago O'Hare and Chicago Midway International Airports.

Mr. Frame provided an overview of how aviation activity at O'Hare was modeled and analyzed in the Record of Decision (ROD) Environmental Impact Statement (EIS). He said the primary goal of the O'Hare Modernization Program (OMP) was to increase efficiency of the airspace and one way to do that was to modernize the efficiency of the airfield. When the OMP was completed there would be a total of eight runways, currently there are seven runways. He referenced a chart with east and west flow. When the winds were from the west and aircraft were arriving and departing from the west, there were two departure runways being utilized, Runway 10R and Runway 22L. Primary east flow departure runways were 9R and 10L.

Mayor Juracek asked the following questions and panelist responded accordingly:

Q. What are the daytime departure runways used in east and west flow?

A. **Mr. Bill Tracey:** 28R and 22L on West Flow. We try to balance demand in each departure hour. Normally the north and the west would go to Runway 28R. South and east would go to Runway 22L. On the O'Hare Three Departure Diagram, there are star fixes and the exit points.

Q. You mentioned something about avoiding the inbound runway on east flow. Do you allow space in case the pilot needs to abort a landing? There is consideration for ground movement and arrivals as well.

A. **Mr. Bill Tracey:** Yes. We have to protect as we turn out. We have to protect for missed approaches. The aircraft cannot immediately turn with a hard turn off the ground. There could be a conflict.

Q. How have any procedures changed?

A: **Bill Tracey:** No recent changes.

Q. *Who is responsible for each aspect of a departure?*

A. **Mr. Aaron Frame:** The city of Chicago as the owner and operator of the airport. Think of it as the city of Chicago is the landlord of the ground and the FAA is the landlord of the sky. The city of Chicago's goal is always to make all runways available so air traffic has as many options as possible. There are instances when a runway has to be closed such as regular runway safety inspections, FAA flight checks, snow removal during the winter, maintenance and construction.

Q. *How are the runways assigned for departures?*

A. **Mr. Bill Tracey:** As discussed, depending on weather and winds. If there are restrictions, traffic will be slowed down.

Q. *What is a departure procedure?*

A. **Captain Tim Raynor:** We all work in conjunction together to get the aircraft out safely. Depending on the weight of the aircraft, weather conditions on the ground or the destination, a longer runway maybe needed for departures.

Captain Bo Ellis: The three departure requirement is important. There is a point that we are required to cross at 3,000 feet minimum (a graphic showing all departure points for each runway was provided). There is a greater separation between departing aircraft. Departures at O'Hare have an aggressive climb probably one of the most aggressive compared to any other airport. The minimum turn alternate has doubled from 20 years ago. Turbo fan engines are quieter and more efficient. Ninety percent reduced thrust is much quieter.

Captain Tim Raynor: In addition to reduced thrust, design of the wings give more lift utilizing less thrust. Twenty years ago, aircraft were much louder. Technology will continue to evolve.

Mr. Glenn Morse: Two-engine aircraft climb quickly. NextGen is unique with flight tracks becoming more concentrated.

Q. *Who sets the altitude and the climb angle?*

A. **Mr. Bill Tracey:** The arcs for the O'Hare 5 to 8-mile crossing restriction goes all around O'Hare. This is to protect the surrounding airport operations at Midway, DuPage and Chicago Executive.

Captain Tim Raynor: Ultimately the pilot is responsible for the descent and climb. Advancements in technology have allowed us to climb more safely, quietly and more quickly because of the types of engines and wings.

Captain Bo Ellis: The climb rate and take off speed of the aircraft is dependent primarily on performance. Performance is dependent of the weight of the aircraft, weather and runway conditions. Typically for the first 1,500 feet we are all climbing at the same rate. Once the aircraft is at 1,500 feet depending on performance of the aircraft, that determined the difference between 3,000 or 4,000 feet. I used to operate the 747s and they were very heavy going to the far east countries they take us a long time to climb because we were so heavy even though we had four engines. Now aircraft have more thrust and climb quicker.

Q. *Is noise taken into consideration when a departure procedure is being developed?*

A. **Mr. Aaron Frame:** We've had voluntary nighttime noise abatement program for over 20 years at O'Hare. The Fly Quiet Program has departure headings which are simply instructions that are given to the pilots. The number of operations during the nighttime hours is significantly lower than daytime which don't necessitate using all the runways. Another reason to close a runway is for noise abatement. In conjunction with the Fly Quiet manual the FAA and the city have worked out heading and flight paths. O'Hare is one of the busiest

airports in the world and we don't have the flexibility to do more during the daytime.

Q. *How does volume impact departures?*

A. **Bill Tracey:** The departure runways are dependent on volume depending on which way the rush is going. We try to balance the amount on each departure runway.

Captain Tim Raynor: As part of a departure procedure, we stay below 250 knots which is relevant. The faster the aircraft goes the more noise it will make. On departures we stay below 250 knots until we get to 10,000 feet and then we accelerate. Airports that are surrounded by the ocean have the ability to stay over water in the prevailing winds. At O'Hare, you don't have that ability. Being the busiest airport in the world and having a dual hub for both American and United, makes O'Hare one of the most complex airports in the world. You really have to know what you are doing to come here.

Captain Bo Ellis: The O'Hare controllers are some of the finest in the world. When air traffic gives a heading, we can't deviate from it because of the complexity. You see the lateral but you don't see the three dimensional.

Q. *Why do some aircraft turn greater 90 degree?*

A. **Mr. Bill Tracey:** On the north side of the airport the turn is greater. They turn at 320 degrees off the ground. The most efficient way to go out of the airport, is to have the same types aircraft back-to-back and not going over the same fix. There only needs to be 6,000 feet airborne for separation. Once the aircraft is 6,000 feet down the runway, it lifts off and the next aircraft can be cleared if heading versions are more than 15 degrees different from the previous departure. Someone with a 90 mile heading can be behind. If we were to wait, and fly the same heading they would have to have three miles of separation.

Mr. Glenn Morse: You also have other airports in the vicinity to take into consideration.

Captain Bo Ellis: The lighter the aircraft the tighter the turn. The heavier and bigger the aircraft the wider the turn. The flaps are not fully extended and become more quiet and constant descent arrivals making less noise. Most of us live near airports and our company wants to be a good neighbor.

Q. *Are any future airspace and procedure changes being contemplated for O'Hare, after OMP is complete?*

A. **Mr. Frame:** Too soon to tell. Once the build out is complete, there are no major airfield changes planned. There may be an opportunity to improve but it's too soon to tell.

Q. *What does it take to change a procedure?*

A. **Mr. Frame:** There is more flexibility during the nighttime. ONCC would have to determine and CDA would have to analyze and submit to the FAA for environmental analysis. There is a multi-step process.

Q. *Why not a bigger separation between aircraft?*

A. **Mr. Bill Tracey:** If there is a greater separation, it will cause delays and cause more flights to go into the nighttime hours.

Report of the Chair

1) ONCC Fly Quiet Committee Membership

Mayor Juracek announced the membership of the ONCC Fly Quiet Committee. ONCC voted to in March 2018 to make the Fly Quiet Committee a standing committee with a composition of 11 members. Since an interim Fly Quiet Runway Rotation Plan has been submitted and is currently being evaluated by the FAA, the Committee will focus its work on a more long-term view of the Fly Quiet Program, what it will look like and what options will exist after full build out.

The following communities submitted requests to participate in the committee:

- Bloomingdale

- Elmhurst
- Glenview
- Itasca
- Norridge
- Park Ridge
- Wood Dale

She reported that after much deliberation with the consent of the Executive Committee, concerning the Fly Quiet Committee membership she decided to add Elmhurst and Wood Dale and also retain the existing members of the Ad Hoc Fly Quiet Committee, which included:

1. Bensenville
2. Chicago Ward 41
3. Chicago Ward 45
4. Des Plaines
5. Harwood Heights
6. Niles
7. River Grove
8. Schaumburg
9. Schiller Park

She understood that there was some disappointment by some ONCC members, she said that the intent was to ensure a balanced representation in a 360-degree arc around the airport. Also taking into consideration the Project Noise Changes at OMP Buildout map of the Noise Contour and how it would transition as the airport evolves and runway configuration and usage is expected to change. The purpose of this committee is to ensure regional representation. The intent is not solely for these members to represent their individual community but to serve the region as a whole, and my hope is that they will make decisions according to that principle – taking into consideration the greater good. There are not specified term limits for committee positions, but the Executive Committee will continue to monitor and evaluate participation and involvement in the committee. All members, as well as the public, are encouraged and welcome to attend and speak at any of the Committee meetings. The Committee will be providing regular reports to the Commission on their activities and deliberations, and the full membership will likely be required to vote on any proposals the Committee wishes to advance.

Ms. Rebecca Mills of Park Ridge read the following statement into the record:

“On behalf of the City of Park Ridge, I would like to read this statement:

- The ONCC intergovernmental agreement provides that one of the purposes of the ONCC is to "provide a forum for direct citizen engagement".
- The City of Chicago ordinance enacted to approve the IGA states that the ONCC "provides a common forum for interested parties to have a voice in the aircraft noise issues related to O'Hare".
- The ONCC website states that the "ONCC believes in replacing confrontation with cooperation by bringing together the City of Chicago and suburban communities, the airlines, the Federal Aviation Administration (FAA), air traffic controllers and airline pilots to reduce the impact of aircraft noise in communities surrounding O'Hare."
- When the OMP is completed portions of Park Ridge will be directly in the path of 5 of the 8 runways (27R -9L; 27C-9C; 27 L-9R; 22R-4L; 22L -4R). During each of the iterations of the recent Fly Quiet rotation tests Park Ridge was impacted and received complaints during each test even though the intent of the rotations was to give predictability in overhead air traffic and at least intermittent relief to the municipalities surrounding O'Hare. Given that Park Ridge has a very high residential density, that multiple runways are pointed in its direction, that all tested Fly Quiet

rotations impacted some portion of Park Ridge, and that planes have been turning in unpredictable fashion before reaching higher altitudes, Park Ridge has not received the benefit of any predictability in overhead air traffic and has not received the intermittent relief the Fly Quiet committee was tasked to accomplish.

- With this background, and in light of past criticisms by certain ONCC members that Park Ridge has not fully participated in the ONCC's endeavors, Park Ridge requested to be a voting member on the now standing committee for Fly Quiet in hopes of assisting in developing appropriate mitigating measures to the noise difficulties that residential areas surrounding O'Hare have been experiencing.
- The ONCC has, however, unjustly decided that the Fly Quiet Standing Committee shall only have 11 members, even though more than eleven municipalities have requested to have a voting seat on the committee and even though other ONCC standing committees have more than 11 members. For example, there are 19 members on the Technical Committee and 16 members on the School Sound Insulation Committee as identified on the ONCC website. Limiting participation to only 11 on such an important committee appears arbitrary, unfair and directly contradicts the stated purpose of the ONCC in purporting to provide a forum for direct citizen engagement and in purporting to replace confrontation with cooperation. It is Park Ridge's belief that it, and any other municipality interested, should be given a voting seat on the newly formed Fly Quiet Standing Committee. Such has been the practice with the other standing committees and such will be the only truly equitable action.
- If the ONCC desires to fulfill its stated purpose it should allow interested and impacted municipalities to have a voice not only at the general meetings but at its standing committee level, especially for such an important issue like nighttime noise mitigation efforts. Park Ridge strongly urges the ONCC to reconsider its limitation of 11 members on the Fly Quiet Standing Committee and allow Park Ridge, and any other interested municipality to participate as a voting member. Without such a show of community outreach and good faith, the ONCC will not be able to fulfill its purpose nor provide the service to the O'Hare communities and residents with which it is tasked."

Mr. Owen said he didn't understand why River Grove was a member of the Fly Quiet Committee when they have no impact because Runways 15/33 are gone. He disagreed with the composition of the Fly Quiet Committee and didn't understand why Park Ridge couldn't be allowed as a committee member.

Mayor Sherwin asked for the percentages on west flow versus east flow. Looking at the map, he said that he is just as much impacted as Park Ridge.

Mr. Frame said 65 percent is west flow and the remaining balance is east flow.

2) Boeing Presentation at ONCC – June 1, 2018

Mayor Juracek reported that a representative from Boeing would be presenting airframe information to the ONCC on June 1, 2018.

Report of the ONCC Technical Committee

Ms. Dunlap referenced a written Technical Committee report. She also mentioned that she was invited to participate on the 2019 Aviation Noise Symposium Panel. She asked if members had any ideas for topics to please contact her.

Report of the Executive Director

Ms. Camacho reported the expenses for the month of April in the amount of \$17,201.41. Mr. Sorce moved, and Trustee Kunkel seconded the motion to approve the March 2018 financials.

Roll Call Vote:

1. Addison - Yes	32. Palatine – Yes
2. Arlington Heights – Absent	33. Park Ridge – Yes
3. Bartlett - Yes	34. River Forest – Yes
4. Bensenville - Yes	35. River Grove – Yes
5. Bloomingdale – Yes	36. Rolling Meadows – Yes
6. Chicago – Yes	37. Rosemont – Yes
7. Chicago 36 th Ward – Absent	38. Schaumburg – Yes
8. Chicago 38 th Ward – Yes	39. Schiller Park – Yes
9. Chicago 39 th Ward – Yes	40. South Barrington – Yes
10. Chicago 40 th Ward – Yes	41. Stone Park – Absent
11. Chicago 41 st Ward – Yes	42. Wayne – Yes
12. Chicago 45 th Ward – Yes	43. Wood Dale – Yes
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14. Des Plaines – Yes	45. School District 7 - Absent
15. Downers Grove – Yes	46. School District 48 - Absent
16. DuPage County – Yes	47. School District 59 – Absent
17. Elmhurst – Yes	48. School District 63 – Absent
18. Elmwood Park – Yes	49. School District 64 – Absent
19. Franklin Park – Absent	50. School District 80 – Yes
20. Glenview - Yes	51. School District 81 – Absent
21. Hanover Park – Yes	52. School District 84 - Yes
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23. Hoffman Estates – Absent	54. School District 85 ½ - Absent
24. Itasca – Yes	55. School District 86 – Absent
25. Lincolnwood – Yes	56. School District 87 – Absent
26. Maywood – Yes	57. School District 88 - Absent
27. Melrose Park – Yes	58. School District 89 – Yes
28. Mount Prospect – Yes	59. School District 100 - Absent
29. Niles – Yes	60. School District 205 - Yes
30. Norridge - Yes	61. School District 207 - Absent
31. Northlake – Yes	62. School District 214 – Absent
	63. School District 234 – Yes
	64. School District 299 – Absent
	65. School District 401 – Absent

COMMENTS FROM ONCC MEMBERS

No comments were made.

COMMENTS FROM THE AUDIENCE

Mr. Dan Dwyer, a resident of Medinah, thanked the panelist for the presentation. He said more discussion needed to occur regarding the volume of flights that will be handled at O’Hare. He also said that the Fly Quiet Committee should not have been capped at 11 members.

MEETING ADJOURNMENT

Trustee Kunkel moved and Ms. Robles seconded the motion to adjourn the meeting. The motion was approved by a unanimous voice vote. The meeting adjourned at 9:28 a.m.