

Park Ridge O'Hare Airport Commission "In the News"

Vol. 4, Issue 2 – March, 2017



In our neck of the woods

Fly Quiet

O'Hare noise reduction plan cleared for takeoff

A tweaked version of the program, which aims to reduce nighttime airplane noise in the loudest areas, was approved by the O'Hare Noise Compatibility Commission by a 36-10 vote.

In addition to Arlington Heights, Park Ridge and Des Plaines, representatives from the following municipalities voted against the night-time runway rotation: Downers Grove, Elmhurst, Hoffman Estates, Palatine, River Forest, Rolling Meadows and Schaumburg.

<http://www.chicagotribune.com/news/local/breaking/ct-ohare-airport-noise-fly-quiet-runway-vote-met-20170310-story.html>

Program To Ease O'Hare Jet Noise Approved For 3-Month Return This Spring

https://www.dnainfo.com/chicago/20170310/ohare/ohare-jet-noise-fair-fly-quiet-runway-rotation-program?utm_source=Jefferson+Park,+Portage+Park+%26+Norwood+Park+Breaking+News&utm_campaign=dd294629f1-EMAIL_CAMPAIGN_2017_03_10&utm_medium=email&utm_term=0_be6f2f3cd4-dd294629f1-174529001

Latest O'Hare jet noise reduction plan wins vote, is set to restart

<http://www.chicagotribune.com/news/local/breaking/ct-ohare-airport-noise-fly-quiet-runway-vote-met-20170310-story.html>

Concerns Linger As 'Fly Quiet' Report Advances To Full ONCC

http://www.journal-topics.com/news/article_da27f884-fd0e-11e6-93c0-1b1c016cd76a.html

Tweaked 'Fly Quiet' Program Would Send More Flights Over Norwood Park

<https://www.dnainfo.com/chicago/20170224/ohare/ohare-fly-quiet-runway-rotation-noise-compatibility-commission-oncc-norwood-park>

Park Ridge O'Hare Airport Commission "In the News"

Vol. 4, Issue 2 – March, 2017

Alderman Votes Against Another O'Hare 'Fly Quiet' Test

A new O'Hare Airport "Fly Quiet II" runway rotation test is expected to glide over the middle of Des Plaines later this year, but Ald. Malcolm Chester (6th) thinks it may be an effort to avoid environmental regulations.

http://www.journal-topics.com/news/article_3609c524-fada-11e6-bca4-83b4ef15e359.html

O'Hare panel votes for new noise plan

<http://ireader.olivesoftware.com/Olive/iReader/chicagotribune/SharedArticle.ashx?document=CTC%5C2017%5C02%5C23&article=Ar00403>

Elmhurst mayor voices disapproval of plan rotation test causing noise over village

Elmhurst Mayor Steve Morley said he's not a fan of a test that is designed to more evenly distribute nighttime airplane noise across northwest Chicago and the communities that surround O'Hare International Airport.

Morley sent a letter dated Jan. 12 to Chicago Department of Aviation Commissioner Ginger Evans urging the CDA to ditch the rotation plan and stick with its standard practice of "using preferred routes which are intended to direct aircraft over less-populated areas, such as forest preserves, highways, and commercial and industrial areas."

<http://www.mysuburbanlife.com/2017/01/31/elmhurst-mayor-voices-disapproval-of-plan-rotation-test-causing-noise-over-village/aacep6q/>

O'Hare runway plan helps with jet noise, might be renewed

<http://www.chicagotribune.com/news/local/breaking/ct-ohare-noise-fly-quiet-met-20170208-story.html>

Noise Committee Reviews 'Fly Quiet' Rotation Data

http://www.journal-topics.com/news/article_931df4ee-efa7-11e6-a305-df53c5ef75e3.html

O'Hare runway plan cuts noise, faces renewal

<http://ireader.olivesoftware.com/Olive/iReader/chicagotribune/SharedArticle.ashx?document=CTC%5C2017%5C02%5C09&article=Ar00403>

New O'Hare overnight runway rotation plan coming in two weeks

<http://www.dailyherald.com/article/20170208/news/170208935/>

Park Ridge O’Hare Airport Commission “In the News”

Vol. 4, Issue 2 – March, 2017

Future O’Hare

Trump touts rebuilding of airports

In a meeting with airline and airport executives from Chicago and around the country Thursday, President Donald Trump made one thing very clear: He wants to rebuild America’s airports.

The president reportedly focused on enhancing the travel experience, an issue that Chicago is trying to tackle at O’Hare International Airport.

Mayor Rahm Emanuel announced last summer that airlines have agreed to build up to nine new gates, a move crucial to improving on-time performance. The \$300 million cost is expected to be paid for with existing fees tacked onto plane tickets.

<http://ireader.olivesoftware.com/Olive/iReader/chicagotribune/SharedArticle.ashx?document=CTC%5C2017%5C02%5C10&article=Ar02303>

Few specifics as Emanuel sets goal of express rail to O’Hare

Mayor Rahm Emanuel’s administration set an ambitious three-year goal Thursday to move forward with high-speed rail service to O’Hare International Airport, but aides offered few details for a project that has long proved elusive for Chicago.

<http://ireader.olivesoftware.com/Olive/iReader/chicagotribune/SharedArticle.ashx?document=CTC%5C2017%5C02%5C10&article=Ar00400>

Chicagoans should not throw away O'Hare's shot

The news that Caterpillar is transplanting its C-suite execs to Chicago from Peoria underscores the primacy of an asset many Chicagoans take for granted: O'Hare International Airport.

Between 2002 and 2015, the latest full year for which data are available, O'Hare was the slowest-growing airport among its peers. And O'Hare has trailed the most in international flights, the aviation industry's fastest-growing sector.

That's what makes the current negotiations over a proposed revitalization of the airport—as detailed by Crain's—so crucial for Chicago's overall health. Mayor Rahm Emanuel's administration is floating a plan that would replace Terminal 2, a 55-year-old relic with few amenities, and provide more gates and a new customs facility that would connect to the main terminals used by United Airlines, American Airlines and others. The airport is also planning to expand Terminal 5, adding a handful of gates that would allow more international flights and expansion opportunities for discount carriers. Other aging facilities, including United's Terminal 1 and American's Terminal 3, also need a face-lift. Experts Crain's

Park Ridge O'Hare Airport Commission "In the News"

Vol. 4, Issue 2 – March, 2017

consulted say the total price tag for such an ambitious capital improvement program could reach \$3 billion to \$5 billion.

<http://www.chicagobusiness.com/article/20170126/BLOGS02/170129876/ohare-airport-2nd-to-atlantas-hartsfield-for-worlds-busiest-32>

World's busiest airport title slips further from O'Hare's grasp

O'Hare International Airport has fallen a little further behind in its bid to regain its crown as the world's busiest airfield.

New figures released today indicate the total number of flight operations at O'Hare (a combination of arriving and departing flights) dropped 0.9 percent in 2016, while operations at Atlanta's Hartsfield-Jackson International Airport increased 1.8 percent. That left O'Hare with 867,635 to Atlanta's 898,356.

The Chicago Department of Aviation had no immediate comment, but has been reconfiguring the airport with new and relocated runways, and is in the early stages of adding new gates—both needed, it argues, to restore O'Hare's standing.

<http://www.chicagobusiness.com/article/20170126/BLOGS02/170129876/ohare-airport-2nd-to-atlantas-hartsfield-for-worlds-busiest-32>

Letter: Why Trump should build Peotone Airport

This week, Dan Proft with the "Chicago Morning Answer" radio show received an anonymous letter from a concerned citizen regarding the top reasons why the Peotone airport should be built in the state.

The letter was written by an anonymous individual who is a professional in the construction industry.

"The president could effectively make his point with Rahm Emanuel that he does not have to cut off funding to shift tens of millions of dollars away from Chicago," the letter stated as the first reason. "By not cutting off much of the funding, he robs Emanuel of the propaganda tool of President Trump 'cold-heartedly cutting off funding for the safety of our children and most vulnerable citizens,' or other such claptrap."

After speaking with the source, the individual also claimed the hypothetical airport would have great airfreight potential.

Also stated was that this job could allow for many diverse citizens to get involved, such as the African-American community.

<http://kankakeetimes.com/stories/511078543-letter-why-trump-should-build-peotone-airport>

Park Ridge O'Hare Airport Commission "In the News"

Vol. 4, Issue 2 – March, 2017

In a betrayal of Chicago promise to suburbs, western terminal disappears from O'Hare expansion plans

O'Hare Airport's west suburban neighbors again are getting the shaft. Many of them gave up their fight against O'Hare Airport expansion with the promise of a new terminal that would be built on the airport's west side. The western suburbs believed that the 50-gate terminal and new western access from the extended Elgin-O'Hare Expressway and a new bypass road would be economic development blessing.

The city is no longer pushing a western terminal, which was part of the O'Hare Modernization Program approved in 2005. United and American always opposed the new terminal, arguing that they'd pay a disproportionate share of the construction costs for a facility they wouldn't get to use. "(It) did nothing for our current tenant airlines, which is why they correctly hated it," [Ginger Evans, the city's aviation commissioner] says.

<http://www.chicagonow.com/dennis-byrnes-barbershop/2017/02/in-a-betrayal-of-chicago-promise-to-suburbs-western-terminal-disappears-from-ohare-expansion-plans/>

Bensenville Board of Trustees approves airport noise consulting agreement

The city of Bensenville recently approved a consulting agreement with Avion Consulting, LLC. This vendor will replace Lockridge, Grindall Nauen, PLLP (LGN). This is a contract to provide federal lobbying services.

<http://dupagepolicyjournal.com/stories/511081757-bensenville-board-of-trustees-approves-airport-noise-consulting-agreement>

Park Ridge O'Hare Airport Commission "In the News"

Vol. 4, Issue 2 – March, 2017



In the United States

Evaluating methods for determining interior noise levels used in airport sound insulation programs

Research sponsored by the Federal Aviation Administration Project 02-51 in 2016 resulted in a report that provides guidance for selecting and implementing methods for measuring noise level reduction in dwellings associated with airport noise insulation programs. The research complements the results of ACRP Report 89: Guidelines for Airport Sound Insulation Programs and was undertaken to assess the accuracy and validity of various noise level reduction measurement procedures currently used in airport noise insulation programs. Acoustical field measurements were made at 10 homes near San Diego International Airport and nine homes near Boston Logan International Airport. Seven measurement methods were tested: outdoor ground-level artificial sound source (loudspeaker); outdoor elevated artificial source (loudspeaker); indoor artificial sound source (loudspeaker); aircraft flyover: fixed microphone; aircraft flyover: moving microphone; architectural survey and noise reduction calculations; and acoustic intensity measurements, exterior loudspeaker and interior intensity. The report includes a summary of sound insulation theory and the science behind noise level reduction, and an overview of FAA-sponsored noise insulation programs. The report also provides guidance, including a decision matrix, for selecting an appropriate acoustical testing method. Lastly, the report provides suggested practices for each measurement technique, based on the results of the research.

<https://searchworks.stanford.edu/view/11945119>

FAA chief defends air traffic control after Trump attack

The head of the Federal Aviation Administration on Thursday defended the agency's program to modernize air traffic control, which President Trump recently called "totally out of whack."

FAA Administrator Michael Huerta, who was appointed by Obama to a five-year term that expires in 2018, said at an annual aviation summit that he agrees with wanting to move faster on the federal program, called NextGen.

"I have a pilot who's a real expert, and he said ... [the government] is instituting a massive, multi-billion dollar project, but they're using the wrong equipment," Trump said to airline CEOs, airport officials and air cargo carriers. "So let's find out about that."

Trump, who owns his own aircraft fleet, suggested that the FAA would be better run by a pilot, and expressed surprise that "the gentleman who's the head of the FAA right now" is not one.

Park Ridge O'Hare Airport Commission "In the News"

Vol. 4, Issue 2 – March, 2017

In the same meeting, Trump also promised to upgrade the nation's ailing airports. He has not, however, taken a public stance on whether he supports separating air traffic control from the FAA and handing it over to a non-profit organization.

<http://thehill.com/policy/transportation/322074-faa-chief-defends-air-traffic-control-program-after-trump-attack>

Arizona

Court to hear Phoenix arguments against FAA flight paths at Sky Harbor

Central Phoenix residents and city officials who argue noise from flight paths at Phoenix Sky Harbor International Airport is destroying their neighborhoods will voice their complaints against the Federal Aviation Administration in court March 17.

The U.S. Court of Appeals District of Columbia Circuit will hear oral arguments in two cases that have brewed for years. The FAA changed the flight paths in September 2014 as part of a national program for safety and efficiency.

Backlash to the noise the changes created was immediate. Phoenix filed a lawsuit against the FAA in June 2015; neighborhood associations filed their own complaint a few months later.

The cases will be heard together, and both ask the court to find the FAA erred in its process used to change the flight paths.

Phoenix flight path timeline:

- Sept. 18, 2014: The FAA implements new flight paths at Phoenix Sky Harbor International Airport. Noise complaints are immediate.
- Jan. 22, 2015: Following backlash from community members and city officials, the FAA states in a letter it cannot revert the flight paths.
- March 19, 2015: Phoenix City Manager Ed Zuercher announces an internal investigation into whether the Aviation Department knew about the changes.
- April 16, 2015: In a special policy session, the Phoenix City Council voted to stop participating in the flight-path working group in Washington, D.C., to seek relief and instead advocate for returning to the original flight paths.
- June 1, 2015: The city announces its lawsuit against the FAA.
- June 23, 2015: A Phoenix investigation finds city aviation employees knew about the proposed flight-path changes for up to two years before they happened.
- July 17, 2015: The FAA files a motion to dismiss Phoenix's lawsuit, which Phoenix later opposed.
- July 31, 2015: A group of historic neighborhoods sue the FAA over the flight-path changes.

Park Ridge O’Hare Airport Commission “In the News”

Vol. 4, Issue 2 – March, 2017

- Nov. 9, 2015: The U.S. Court of Appeals District of Columbia Circuit grants a motion by the FAA to consolidate the city and neighborhood legal cases.
- Dec. 23, 2016: President Barack Obama signs National Defense Authorization Act for Fiscal Year 2017 requiring changes to how flight paths are altered.
- March 17, 2017: Oral arguments are scheduled for the city and neighborhood cases against the FAA in the U.S. Court of Appeals District of Columbia Circuit.

<http://www.azcentral.com/story/news/local/phoenix/2017/03/13/court-hear-phoenix-arguments-against-faa-flight-paths-sky-harbor/98956558/>

New law may offer hope to residents plagued by aircraft noise

If you feel like you’ve been hearing more commercial planes flying over your neighborhood since late 2014, it isn’t your imagination.

But now, Congress and the Obama administration have finally done something about it.

With last month’s approval of the National Defense Authorization Act for Fiscal Year 2017, the Federal Aviation Administration is required to help cities that can show they have been harmed by changes in flight paths to and from nearby airports.

The law requires that airports and communities have the opportunity to engage with the FAA before any future flight path changes are made. And it applies retroactively to the big change that occurred in September 2014.

McCain said the new law will make “requires the FAA to mitigate the negative effects of flight path changes that have already been implemented, while providing impacted communities and airports a seat at the table before any future changes are made.”

http://www.eastvalleytribune.com/arizona/new-law-may-offer-hope-to-residents-plagued-by-aircraft/article_4e479e92-dc33-11e6-8616-27b57b39af08.html

California

FAA, SANTA MONICA REACH DEAL TO KEEP AIRPORT OPEN UNTIL END OF 2028

The FAA and city of Santa Monica announced Jan. 28 that they reached an agreement to keep Santa Monica Municipal Airport open and operating until Dec. 31, 2028. The news took many stakeholders by surprise, and the deal is being met with mixed emotions.

Local airport supporters, AOPA, the National Business Aviation Association, and the FAA have been working to save the airport all while the city lobbed new threats. Most recently, the city sent eviction

Park Ridge O’Hare Airport Commission “In the News”

Vol. 4, Issue 2 – March, 2017

notices to the airport’s two FBOs, Atlantic Aviation and American Flyers. The **FAA countered with a cease-and-desist order**, which led the two parties into negotiations to reach this agreement.

<https://www.aopa.org/news-and-media/all-news/2017/january/28/faa-santa-monica-reach-deal-to-keep-airport-open-until-end-of-2028>

Press Release – FAA Reaches Settlement Agreement with City of Santa Monica

The Federal Aviation Administration (FAA) and the City of Santa Monica, California have reached a settlement agreement to resolve longstanding litigation over the future of Santa Monica Airport.

The agreement requires the city to maintain continuous and stable operation of the airport for 12 years, until December 31, 2028, and after that the City has the right to close the airport.

In recognition of the city's authority to make decisions about land use, the agreement allows Santa Monica to shorten the airport's single runway to 3,500 feet from its current length of 4,973 feet. The city is obligated to enter into leases with private aeronautical service providers to ensure continuity of those services until the runway is shortened and it decides to provide such services on its own.

https://www.faa.gov/news/press_releases/news_story.cfm?newsId=21394&omniRss=press_releasesAoc&cid=102_P_R

52_Stipulation_and_Order_re_Consent_Decree_(Settlement_Agreement_Exhibits_A_D)

[https://www.faa.gov/news/updates/media/52_Stipulation_and_Order_re_Consent_Decree_\(Settlement_Agreement_Exhibits_A_D\).pdf](https://www.faa.gov/news/updates/media/52_Stipulation_and_Order_re_Consent_Decree_(Settlement_Agreement_Exhibits_A_D).pdf)

FAA Nears End of Flight Path Project Over Southern California

The Federal Aviation Administration is heading into the final phase of its Southern California Metroplex project, replacing dozens of conventional air routes with satellite-based paths.

The first phase of the Southern California Metroplex project, one of 14 in the country, was implemented in November throughout the region's six major airports -- including John Wayne Airport and LAX -- and 15 smaller ones, stretching from San Diego and Palm Springs to Burbank and Van Nuys.

This second and final phase will be rolled out March 2 and April 27.

The FAA's environmental review found that throughout the project area, residents of some communities will experience a slight increase in noise. Others might notice a slight decrease and some no significant

Park Ridge O'Hare Airport Commission "In the News"

Vol. 4, Issue 2 – March, 2017

change at all. The FAA deems the overhaul necessary to replace a decades-old ground-based system that is often inefficient.

<http://www.aviationpros.com/news/12297811/faa-nears-end-of-flight-path-project-over-southern-california>

CA: New Air-Traffic Control System Unlikely to Increase Noise Around Hollywood Burbank Airport, FAA Official Says

NextGen is designed to make flight paths more time and fuel efficient, as well as make plane arrivals and departures safer, said Elizabeth Cory, a spokeswoman for the FAA, during a community outreach event at the Burbank Community Services Building Monday night.

"You know about the congestion on your highways, and of course, we have congestion in the skies," she said. "So what we're doing is we're remapping, creating a more efficient flow that we hope will improve on-time performance in all types of weather and get people in and out of the airspace more quickly."

"You can also accommodate a greater level of safety because you have more control and more visuals of who's in the airspace," she said. "You have a better control of your air traffic in terms of knowing who's where and knowing where they are at all times."

<http://www.aviationpros.com/news/12301288/new-air-traffic-control-system-unlikely-to-increase-noise-around-hollywood-burbank-airport-faa-official-says>

FAA: Changes could decrease jet plane noise in La Jolla

<http://www.lajollalight.com/news/sd-faa-metroplex-changes-20170207-story.html>

County may put lid on 'noisy aircraft' at San Carlos Airport

In what San Mateo County officials say is an effort "to address community concerns regarding San Carlos Airport noise," the county has drafted an ordinance that would limit the hours and numbers of "noisy aircraft" landing or taking off from the airport.

A preliminary draft of the ordinance was sent out Friday, March 3, to airport users and posted on the San Carlos Airport Association's website. http://www.sancarlosairport.org/wp-content/uploads/Curfew-Ordinance-DRAFT-03_02_17-V2.pdf

It says aircraft meeting the county's definition of "noisy" would be banned from using the airport from 9 p.m. to 6 a.m.

Park Ridge O’Hare Airport Commission “In the News”

Vol. 4, Issue 2 – March, 2017

From 6 a.m. to 9 a.m. and from 6 p.m. to 9 p.m., each operator (such as Surf Air, a charter company, a flight school or a private individual) would be allowed only one takeoff and one landing.

Mike Callagy, assistant county manager, said it will be at least 60 days before the ordinance comes to the Board of Supervisors. In the meantime, county officials will work with the pilots' association and meet with residents to get their input.

At the next supervisors meeting, on March 14, he said, the board is scheduled to consider buying software to help track flights in and out of the airport.

<http://almanacnews.com/news/2017/03/06/county-may-put-lid-on-noisy-aircraft>

District of Columbia

Consultant company to analyze airplane noise around DC

An airport noise consultant company will study the noise levels of air traffic passing over D.C. to determine if flight patterns need to be reorganized and address community noise concern.

The Department of Energy and Environment recruited Freytag and Associates, LLC to investigate if air traffic from Reagan National Airport for residents starting in May once schools are out, members of the consultant company said at a meeting at Rose L. Hardy Middle School Wednesday.

Freytag and Associates will be monitoring school zones during regular hours for noise disruption, and using houses to study sleep interference between the hours of 10 p.m. to 7 a.m., Jack Freytag, founder of Freytag and Associates, said.

<https://www.gwhatchet.com/2017/03/09/consultant-company-to-analyze-airplane-noise-around-dc/>

Maryland

With legal action in hand, Howard County officials press federal agency to tackle airport noise

Howard County's Office of Law has begun early discussions to consider taking legal action against the Federal Aviation Administration over flight patterns that have airplanes flying at lower altitudes over neighborhoods in the county.

Following months of frustrations and stalled talks with federal officials, local lawmakers unanimously gave the county authority to take legal action against the FAA's NextGen, a \$40 billion nationwide overhaul designed to modernize air traffic control.

Park Ridge O’Hare Airport Commission “In the News”

Vol. 4, Issue 2 – March, 2017

No formal lawsuit is waiting in the wings, but the county's legal staff are exploring what options are available.

<http://www.baltimoresun.com/news/maryland/howard/ellicott-city/ph-ho-cf-next-gen-vote-follow-0216-20170213-story.html>

Massachusetts

Critical Logan Airport noise forum Feb. 22

For several months now, a study team at MIT has been looking for ways to diminish and/or eliminate the noise burden of commercial aircraft on Massachusetts communities surrounding Logan Airport (including ours). That study, jointly sponsored by Massport and the Federal Aviation Administration, is now nearing completion and the study team is seeking citizen feedback before finalizing their report.

<http://www.hulltimes.com/ht-online/2017/2/16/critical-logan-airport-noise-forum-feb-22>

New York

East Hampton officials ask Supreme Court to review airport noise case

East Hampton Town officials are asking the U.S. Supreme Court to overturn a lower federal court decision that struck down its airport curfew laws and to give the town control of the airport where noise complaints rise in the summer.

Town officials said they filed a petition with the nation’s highest court on Monday in an effort to reinstate laws that restricted late-night and early-morning flights — and thus reduce noise — at East Hampton Airport in Wainscott.

<http://www.newsday.com/long-island/suffolk/east-hampton-officials-ask-supreme-court-to-review-noise-case-1.13223522?firstfree=yes>

Fighting Aircraft Noise Over Long Island

The efforts of Long Island, New York’s Town of East Hampton to quell aircraft noise involving the town-owned airport have been negated by a federal appeals court. This has resulted in a move to have the town shut down its airport and open the more than 600 acres for other uses.

It’s an issue affecting many people on Long Island. Helicopters particularly, ferrying passengers between Manhattan and East Hampton, have been flying loud and low over the length of the island creating a terrible racket for folks from Nassau County through western and central Suffolk County and then

Park Ridge O'Hare Airport Commission "In the News"

Vol. 4, Issue 2 – March, 2017

Suffolk's East End. Each of those counties have a population of 1.3 million. Thus the East Hampton Airport became during the warm-weather months Long Island's biggest noisemaker.

East Hampton is seeking to go to the U.S. Supreme Court to overturn the ruling. That may be a long shot. "We cannot let stand unchallenged a decision that completely federalizes our small community airport and strips the town of any meaningful local control of the town-owned airport," said East Hampton Supervisor Larry Cantwell following the November ruling. Laying out East Hampton's priorities for 2017 at the town board's organizational meeting last month, Cantwell said: "The town's diligent efforts to gain local control of the East Hampton Airport through a thoughtful process and adoption of local laws was thwarted by the Second Circuit Court of Appeals nullifying local restrictions." He said that "absent a lawful strategy to significantly reduce noise, the future of the airport is likely to be called into question,"

http://www.huffingtonpost.com/entry/fighting-aircraft-noise-over-long-island_us_58b03070e4b0e5fdf61970a0

Delta Airlines stops flying a particularly noisy aircraft out of LaGuardia Airport

Delta announced on Thursday that it has ceased using MD-88 (McDonnell Douglas) jets on a scheduled basis at LaGuardia Airport, as Reuters reported. The carrier is instead using a combination of Airbus A320, Boeing 737 and MD-90 planes, all of which are considered less noisy than the MD-88.

The removal of the MD-88 affects about 30 flights out of LaGuardia daily, according to a statement from Delta.

<http://qns.com/story/2017/03/03/delta-airlines-stops-flying-particularly-noisy-aircraft-laguardia-airport/>

Washington

Burien takes FAA to court over flight pattern change

Burien took the Federal Aviation Administration to court Tuesday, challenging a recent change to the northbound flight pattern out of Sea-Tac International Airport, which sends low-flying propeller planes over the city.

City council members voted in January to take legal action. The Petition for Review claims the flight pattern change was unannounced and creates "significant noise impacts" to residents.

A city spokesperson said the litigation was to "challenge the FAA not doing an environmental review" beforehand.

<http://www.king5.com/news/local/burien-takes-faa-to-court-over-flight-pattern-change/408779821>

Park Ridge O'Hare Airport Commission "In the News"

Vol. 4, Issue 2 – March, 2017



What's happening around the world?

India

Provide incentive to pilots who cause less noise pollution: NGT

The National Green Tribunal today directed the Ministry of Civil Aviation and aviation regulator DGCA to mull over the possibility of providing incentives to pilots who create least noise pollution while landing aircraft at IGI Airport here.

"What do you (ministry) propose to lessen the noise pollution? Why don't you consider providing incentives to the pilots who generate least noise pollution while landing at airports? Think of something constructive," a bench headed by NGT Chairperson Justice Swatanter Kumar observed.

<http://economictimes.indiatimes.com/industry/transportation/airlines/-aviation/provide-incentive-to-pilots-who-cause-less-noise-pollution-ngt/articleshow/56626696.cms>

United Kingdom

New body proposed to tackle Edinburgh airport noise

THE UK government has announced plans for a new national body to curb aviation noise following calls sparked by the controversial flight path trial at Edinburgh Airport.

Livingston SNP MP Hannah Bardell has been campaigning for an independent aviation noise authority since the trial had to be called off in 2015 due to the volume of complaints and amid continuing concerns over nuisance to nearby residents.

And now UK Transport Secretary Chris Grayling has launched a consultation on noise from airports, which proposes the establishment of the Independent Commission on Civil Aviation Noise (ICCAN).

<http://www.edinburghnews.scotsman.com/news/new-body-proposed-to-tackle-edinburgh-airport-noise-1-4365136>

Luton Airport noise monitor 'broken': revelation sparks concern in St Albans

Residents' anger over a dramatic rise in noise pollution, courtesy of Luton Airport, has been exacerbated by the unwelcome discovery that a noise monitor has been broken for some time.

Park Ridge O’Hare Airport Commission “In the News”

Vol. 4, Issue 2 – March, 2017

Several sources have told this paper that a portable noise monitor used to gauge aircraft noise near Harpenden has been out of order since at least September or October last year.

With noise monitoring a contentious issue in the district, there are fears that unreliable information has been used to support recent – and controversial – flight path changes. These have been to the detriment of north central St Albans, Harpenden and elsewhere, at a time when there has been a major increase in flights.

http://www.hertsad.co.uk/news/luton_airport_noise_monitor_broken_revelation_sparks_concern_in_st_albans_1_4886766

Dublin Airport chief says initial work under way on €320m runway

Initial work is under way at the site of Dublin Airport’s proposed €320 million runway, according to its chief executive, Kevin Toland.

The airport announced plans to build the new runway almost a year ago to mixed reaction from airlines, which favour the proposal but argue that its estimated €320 million price tag is too high, and from local communities, who fear its environmental impact.

<http://www.irishtimes.com/business/transport-and-tourism/dublin-airport-chief-says-initial-work-under-way-on-320m-runway-1.2958256>