

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

Vol. 4, Issue 5 – September 2017



### In our neck of the woods

## O'Hare Fly Quiet

### Elmhurst residents object to O'Hare Fly Quiet program

"I live in the 4R-22L path," resident Nick Parisi told aldermen this week. "I get a wake-up call at 4:45 a.m. to 6 a.m., when they shift to east-west rotation. I'm experiencing Elmhurst noise getting worse." Parisi was one of four speakers from the large crowd, all of whom were applauded as they urged committee members to move forward with a resolution opposing the new plan.

"Where is the voice of the city of Elmhurst in opposition to Fly Quiet?" Parisi asked. "We need this referral to hold the Chicago Department of Aviation accountable that 4R-22L would only be used in strong wind situations."

Public Affairs Committee members Scott Levin, Bob Dunn and Dannee Polomsky, told residents the city has been quite active in addressing their concerns. Mayor Steve Morley told residents about city actions against airport noise.

"I've been voicing ongoing opposition to this Fly Quiet rotation," said Morley, adding that he had copied a number of elected officials on a recent letter to the Chicago Department of Aviation opposing the plan.

But Morley said the O'Hare Noise Compatibility Commission, of which the city is a member, is heavily weighted to towns east and west of the airport and Elmhurst is outnumbered two or three to one by municipalities supporting the plan. "We're very vocal in our opposition, but again we're in the minority," Morley said.

The rotation shifts every week, but generally uses diagonal runways in the even numbered weeks, so weeks two and four.

Levin and his committee members agreed that they will recommend a resolution on the matter to the full City Council.

<http://www.chicagotribune.com/suburbs/elmhurst/news/ct-elh-ohare-fly-quiet-tl-0727-20170725-story.html>

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### **Elmhurst committee advances resolution on Fly Quiet**

The resolution states that Elmhurst residents have "suffered for many decades with air traffic noise and only realized limited relief from the air traffic noise when the [O'Hare Modernization Program] commenced," that the recent changes in the runway rotation program have "adversely affected the city of Elmhurst," and that "the utilization of east-west flight patterns represent the most efficient and effective implementation of air traffic at O'Hare."

The resolution concludes with stating that Elmhurst "strongly opposes the test program in that the test program utilizes runways affecting Elmhurst at a disproportionate rate," that corporate authorities "strongly support" completing the O'Hare Modernization Plan and "strongly oppose" the Fly Quiet/Runway Rotation Test Program.

"It was obvious that it was an inequitable use of the runways," Dunn said about the third test of Fly Quiet's runway rotation program.

"We could have the best data and the best arguments, but we don't have the votes," Levin said.

<http://www.mysuburbanlife.com/2017/08/17/elmhurst-committee-advances-resolution-on-fly-quiet/a531e35/>

### **New O'Hare 'Fly Quiet' Rotation Underway: See When Jet Noise Will Be Worst**

The current round of the program runs for 12 weeks, expiring on Oct. 14. After that, air traffic controllers will revert back to the simpler, four-configuration Fly Quiet program established in 1997.

After the program expires in October, aviation officials will draw up a new rotation schedule that can span the period between the diagonal runway's decommissioning in the spring and the introduction of a new east-west runway coming in late 2020, according to Aaron Frame, a deputy commissioner for the Chicago Department of Aviation. Federal law mandates that any rotation lasting longer than six months would have to emerge from an extensive "environmental impact study" of noise and flight patterns.

<https://www.dnainfo.com/chicago/20170727/ohare/ohare-fly-quiet-runway-rotation-jet-noise-fair-third-test-maps-see-when>

### **Third O'Hare runway rotation test begins**

<http://www.chicagotribune.com/suburbs/park-ridge/news/ct-prh-ohare-rotation-tl-0803-20170728-story.html>

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### **Retiring FAA chief talks possible 'end game' for O'Hare rotation**

The third runway rotation that started July 23 is familiar now to folks living near O'Hare. But departing FAA executive Barry Cooper says it's a game-changing idea that's getting national attention.

After Chicago trotted out its first rotation experiment in summer 2016, it's become a new norm for the region, but the approach is actually "quite novel," explained Cooper.

<http://www.dailyherald.com/news/20170731/retiring-faa-chief-talks-possible-end-game-for-ohare-rotation>

### **Editorial: In search of O'Hare Airport noise relief**

<http://www.dailyherald.com/discuss/20170802/editorial-in-search-of-ohare-airport-noise-relief>

### **Winger wants residents near O'Hare to speak up in runway test survey**

"Hearing feedback from area residents on these tests is vital to their success and to finding the best solution that will provide the most relief," Winger said in the release.

<https://dupagepolicyjournal.com/stories/511200599-winger-wants-to-hear-runway-test-opinions-from-residents-near-o-hare>

### **O'Hare Noise Complaints: Around They Go**

Cooperation Key to Planning

The cooperation CDA and ONCC has had during Fly Quiet rotation planning -- from the Federal Aviation Administration, controllers, airlines and construction planners -- has made it possible to analyze data, coordinate operations and develop new rotation options without lengthy delays.

Working together, they schedule rotations around ground construction projects, runway testing and maintenance, while accounting for account weather systems near O'Hare and around the country, which delay or shift uses of particular runways.

When the tests end -- a time when night noise is more predictable -- overnight traffic will be more random unless a final interim rotation is developed.

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The current goal is to find the most palatable alternatives to use between the closing of 15-33 and the eventual construction of the final northern east-west runways two years later.

[http://www.journal-topics.com/news/article\\_8f73e214-9339-11e7-b86c-fbf08cb6e2fa.html](http://www.journal-topics.com/news/article_8f73e214-9339-11e7-b86c-fbf08cb6e2fa.html)

### **It's noise-noise, not win-win yet for O'Hare runway rotation**

<http://www.dailyherald.com/news/20170908/its-noise-noise-not-win-win-yet-for-ohare-runway-rotation>

### **ONCC Seeks Permanent Rotation Path Committee**

Chairman Arlene Juracek of Mount Prospect reported at the group's Friday meeting that the executive committee was considering making the Ad Hoc Fly Quiet Committee a standing committee.

[http://www.journal-topics.com/news/article\\_d9123e18-98be-11e7-8f57-4b0f36d2933c.html](http://www.journal-topics.com/news/article_d9123e18-98be-11e7-8f57-4b0f36d2933c.html)

### **Elgin O'Hare Western Access Project: Why reaching the airport is proving a challenge**

The plan is to bring I-390 to O'Hare by 2019 and then build a road around the West side of the airport called 490 by 2025.

The only problem is the tollway hasn't yet acquired all the land needed for the project.

To get to the airport, it needs to build over property owned by two railroads, and one of those, Canadian Pacific, hasn't agreed to sell the necessary land.

Canadian Pacific says the tollway's current plan would "cause significant disruption to operations" on the railroad, and would "carve out a vital piece of the national rail network" creating more rail congestion.

The railroad company wants the tollway to come up with an alternative way to get to O'Hare. The tollway says it's in talks with Canadian Pacific to come to an agreement.

"We are talking with them. We look forward to continuing to talk with them," Schillerstrom said. "I am very confident we are going to come up with a resolution that will be good for the CP and allow them to run their railroad to serve the people of this region and also will allow us to build this road to get into the airport."

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The two sides have agreed to federal mediation if an agreement can't be reached by Aug. 14 to move the project forward.

<http://wgntv.com/2017/07/19/elgin-ohare-western-access-project/>

### **Dist. 207 Drops Laundry Vendor, Joins O'Hare Noise Group**

Also at the meeting, board members discussed the district's recent intergovernmental agreement with the O'Hare Noise Compatibility Commission to provide a common forum related to noise issues at nearby O'Hare Airport.

Board President Carla Owen said the board isn't committing itself to anything "other than attending meetings" and said they should "abstain" from certain votes.

"My concern is that there could be an expectation that we vote with them," said Dr. Ken Wallace, Dist. 207 superintendent, adding that the district should be "mindful" of its role in the group.

[http://www.journal-topics.com/news/article\\_1579620a-7eb6-11e7-9cd9-9f1e372e432e.html](http://www.journal-topics.com/news/article_1579620a-7eb6-11e7-9cd9-9f1e372e432e.html)

### **Chicago O'Hare Airport announces opening of second phase of cargo expansion**

August 22, 2017: Chicago O'Hare International Airport saw the opening of the second phase of the \$220 million northeast cargo facility on August 17, 2017.

With O'Hare's newest cargo development on track and ahead of schedule, air cargo volume is already up by 15 percent over last year, putting Chicago on pace to handle 1.8 million tonnes in 2017. This marks another record year for cargo at O'Hare-one of the nation's premier cargo airports.

Keeping pace with Phases I and II of the northeast cargo development, and to support the record growth of air cargo, Phase III is now expected to open in 2-3 years, also ahead of schedule. In total, these investments will create an estimated 10,000 new construction and permanent jobs, as well as hundreds of millions of dollars in new revenue for the City.

Expanding new cargo warehouse capacity provides O'Hare the ability to process a greater volume of air cargo in a number of ways. The addition of 747-8 capable aircraft ramps provides 50 percent additional capacity to handle cargo from jumbo jet freighters; and in its final form the northeast cargo development will deliver 800,000 square-feet of warehousing and apron pavement.

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These investments will make way for up to 15 wide body aircraft to unload at any given time at O'Hare. And with each jumbo jet freighter estimated to deliver cargo valued at \$3 million on average, this is expected to drive hundreds of millions in economic benefit for the City and surrounding region.

<http://www.stattimes.com/chicago-ohare-airport-announces-opening-of-second-phase-of-air-cargo-expansion>

### Cargo Center Opening At O'Hare Renews I-90 Ramp Talk

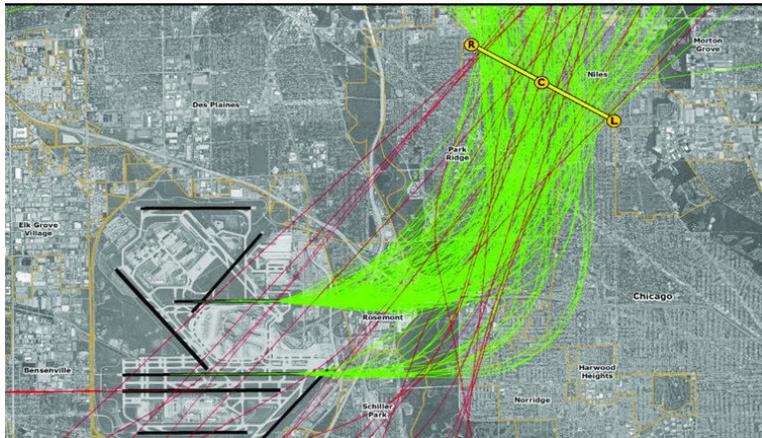
A new cargo development officially opened Thursday, Aug. 17 at O'Hare International Airport, adding another potential use for the planned eastbound I-90 off-ramp at Lee Street.

The completed cargo facility sits just west of the intersection of Mannheim and Higgins roads, south of the proposed Lee Street ramp at the Rosemont-Des Plaines border.

If increased capacity for cargo leads to more traffic, the ramp would alleviate some of the congestion to the 240,000-square-foot facility, housing warehouse space and offices.

[http://www.journal-topics.com/news/article\\_1c247558-883f-11e7-9748-77d0ed8f73b5.html?success=2](http://www.journal-topics.com/news/article_1c247558-883f-11e7-9748-77d0ed8f73b5.html?success=2)

### 'Left Bank Problem' Brings Low, Loud Planes Over Niles



#### Left Bank Noise Over Niles, Park Ridge, Glenview

A representation of flight paths flying over Niles, Park Ridge and Glenview when aircraft take off heading east on runways from O'Hare Airport but have destinations to the west. Those aircraft quickly bank left, creating excess noise not accounted for in airport noise contours.

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Although Niles is outside of the projected corridor for aircraft arriving and departing O'Hare International Airport, many residents have complained about aircraft noise from incoming and departing planes.

Joe Annunzio, former village attorney and Niles representative to the O'Hare Noise Compatibility Commission, explained the source of that noise, a phenomenon called "left bank problem," at the Aug. 22 Niles Village Board meeting.

When aircraft takeoff and land, they do so either flying from east to west, or west to east depending on wind direction, Annunzio said. When aircraft takeoff eastbound and have destinations west of Chicago, Annunzio said those planes bank hard, and often to the left as soon as they are airborne, in order to head west.

Annunzio said pilots are creatures of habit, conducting the same flight operations time after time in the exact same way. Annunzio said this creates the left bank problem for Niles, with flight paths of departing aircraft flying over the village.

While many residents have complained about the noise, there was little hard evidence to back the grievances up. To remedy this, an aircraft noise monitor took readings for 77 days in the 8100 block of Wisner Street from April until July.

Results showed the day-night average noise level from those aircraft was 58.5 decibels, with the loudest areas between 60 and 61.5 decibels. When the day-night average is more than 65 decibels, property owners and governments qualify for soundproofing.

Annunzio said he is working to schedule a meeting with Federal Aviation Administration officials to share the recently-gathered data.

Annunzio said the FAA and Chicago Dept. of Aviation respond to data, in the form of noise monitor readings and resident complaints.

O'Hare Airport currently has a 12-week Fly Quiet trial overnight runway rotation plan that limits and rotates which runways can be used in overnight hours.

[http://www.journal-topics.com/news/article\\_822d1886-8e85-11e7-af14-3f95b0eb95b1.html](http://www.journal-topics.com/news/article_822d1886-8e85-11e7-af14-3f95b0eb95b1.html)

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### **'Funky' Smell From Airport Noise-Reducing Windows Draws 86 Complaints: City**

The Chicago Department of Aviation is working to quell concerns about city-installed, noise-reducing windows that are emitting a foul odor in households near Midway Airport, though city leaders and neighbors say they aren't doing enough.

Homes in the path of jets flying to and from Midway Airport have received special polyvinyl windows that seek to reduce noise as part of the city's Residential Sound Installation Program. But some of those neighbors say the windows are emitting a powerful odor that they worry could be harmful to their health.

The Aviation Department confirmed that it has received 86 complaints about the windows from neighbors, including four from homes near O'Hare airport. It has inspected 49 homes and has plans to inspect 37 more, said Aaron Frame, deputy commissioner for noise abatement.

The city has offered to replace windows in 20 homes, and has done so with at least one home, Frame said. Windows that have been removed are being tested in a lab to determine the gas that's being emitted and whether the substance is harmful. Air tests in some of the homes in question will be conducted, he said.

The city has removed a controversial clause in its waiver form that forbids residents with the windows from suing the city for any damages. Residents were asked to sign the form to receive new windows, but many have refused to do so before they know the potential harms of being exposed to the gasses, they said. Officials like Burke and the chairman of the Midway Noise Compatibility Commission have criticized the clause and advised residents not to sign.

<https://www.dnainfo.com/chicago/20170823/clearing/86-complaints-received-on-funky-smell-from-airport-noise-reducing-windows>

### **Residents near Midway raise a stink about city's noise-reducing windows**

(Deputy commissioner of environment Aaron) Frame said the department has heard from about 85 homeowners, mostly from around Midway but also a few near O'Hare International Airport, complaining about odors from their windows.

Frame said city representatives have so far extended agreements to replace windows at 20 homes where odors have been confirmed. The Aviation Department also plans laboratory testing, as well as testing in the homes, to determine the cause and nature of the smell.

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The windows were installed by Sound Solutions, a company that went out of business in 2014 and cannot honor warranties, according to the city. So the Aviation Department is on the hook for replacing the windows.

<http://ireader.olivesoftware.com/Olive/iReader/chicagotribune/SharedArticle.ashx?document=CTC%5C2017%5C08%5C25&article=Ar00104>

### **More sounding off over window stink**

The number of homeowners who have detected a bad smell from their city-installed sound-reducing windows has climbed to 109, with inspectors going out almost daily to sniff window frames and confirm the problem, city officials said.

Residents complain that the polyvinyl chloride windows, installed as part of a program to reduce jet noise for residents around the city’s two airports, have started giving off a smell like burning plastic or an electrical fire when heated by the sun. They worry that the “off-gassing” might pose a health risk.

City inspectors have confirmed the odor so far in 48 homes and have issued 28 proposed agreements to replace the windows. Four homeowners have accepted agreements, said Aviation Department spokesman Gregg Cunningham.

The cost of replacing the windows will vary depending on how many there are in a home, Cunningham said. Soundproofing a house, which can involve both window and door replacement, costs an average of \$25,000 — so Aviation Department costs for replacing the windows could run into the millions of dollars.

So far, five of the complaints have come from residents near O’Hare — the rest have come from the Midway area, Cunningham said.

<http://ireader.olivesoftware.com/Olive/iReader/chicagotribune/SharedArticle.ashx?document=CTC%5C2017%5C09%5C04&article=Ar00301>

### **Airbus A380, world's largest passenger jet, making 1st regular O'Hare flights next year**

The world's largest passenger airplane will begin making regular stops at O'Hare International Airport next year.

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British Airways will begin using the double-decker Airbus A380 on one of two daily flights between Chicago and London starting May 8, the airline said Tuesday in a news release.

The aircraft seats up to 469 passengers in four cabins, including 14 first-class suites, 97 lie-flat business-class seats and 55 premium economy seats, with the remaining 303 in coach, British Airways said.

Chicago has had a runway big enough to handle the A380 since 2013 but lacked a gate that fit the two-level plane at that time. Although a Boeing 747 is longer, the A380 is wider and has two decks spanning the full length of the plane.

A second runway capable of serving the A380 is currently under construction at O'Hare and is expected to be completed in 2020. Another A380-ready gate is also among the nine new gates planned as part of the expansion of Terminal 5.

<http://www.chicagotribune.com/business/ct-airbus-a380-chicago-flights-0809-biz-20170808-story.html>

## **Airplane Design Advances Change Source Of Noise**

As the O'Hare Noise Compatibility Commission continues to grapple with reducing airplane noise impacts at O'Hare International Airport, an expert offered new hope on the topic at the group's Friday meeting.

Guest speaker Dr. Alan Epstein, vice president for technology and environment for Pratt & Whitney explained at the meeting how the sources of noise are changing. Epstein, who was a professor of aeronautics and astronautics and directed the Gas Turbine Laboratory at MIT before joining P&W, leads their efforts to identify and evaluate methods for improved engine performance and fuel efficiency.

While those are the marketable benefits to airlines, advances are also changing how sources of noise are changing and noise volume is reduced. The debate over providing noise abatement or building quieter engines has been going on for decades, Epstein said.

Progress has been made on technology focused on reducing engine noise, Epstein said, with P&W discovering that removing engine noise uncovered other unexpected sources of noise in planes.

Larger engines with larger diameter fans produced a better fuel burn, but weight was a factor. Redesign made the engines shorter as the fans got bigger in diameter.

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A plane with one of the newer P&W engines has a smaller, less-intense noise footprint, he said, with about the levels of urban noise in Chicago's Loop, instead of the loud rock concert levels from the old roaring 707s that flew in his youth.

Several new P&W engine designs are in production now, and the earlier Neo designs already are used by five carriers. The new C-series are being produced as quickly as the factories can make them. Both have operating benefits for the carriers, as well as reducing flight noise.

The new engines are sold at the same price as the older models, Epstein said, but "they're a runaway best seller." He anticipates that O'Hare will see some aircraft using them soon, primarily from foreign-based fleets at first.

He estimates that sales of aircraft components represent 40 percent of the United States' current exports.

For the first time, Epstein said, engine noise is not the primary plane sound on approaches to an airport. A test at LaGuardia in New York estimated that half a million fewer people got aircraft noise, although those living immediately below the approaches didn't get much improvement.

Noise from takeoffs is influenced by different variables. There is a question of how fast and how steeply the planes depart, whether it's better to push the engine faster, so it reached the higher cruising level sooner, but this puts more stress on the mechanical operations

As engines and fans make less noise, residual sound from gears and flaps will be the next sources of noise that will need to be addressed from aircraft, Epstein said.

[http://www.journal-topics.com/news/article\\_c16e3c9e-98be-11e7-8c66-d37f44fd7cc4.html](http://www.journal-topics.com/news/article_c16e3c9e-98be-11e7-8c66-d37f44fd7cc4.html)

### **How your flight options at O'Hare will change**

After years of struggling to compete with upstart airlines that offer super-cheap fares by flying only select routes, the two largest carriers at O'Hare International Airport—United and American—are re-embracing their hub-and-spoke roots. They're moving away from regional jets that offered almost hourly service throughout the day and toward using fewer, larger planes where possible. They're also bunching flights closer to better serve connecting passengers.

Earlier efforts at rebanking, as the scheduling change is known in the industry, suggest that it can boost on-time performance and make travel more convenient for people who need to change planes. But it also gives passengers and airline workers less time between flights and

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requires carriers to invest more in staff and airport gates for peak needs. Airlines have even reached out to Starbucks and other airport shops to make sure they're adequately staffed for these spurts.

Hub-and-spoke economics work like this: Flights from nearby small markets, such as Champaign to Chicago, can bring a similar fare as a flight to a busy faraway destination, such as New York. A passenger flying from Champaign to New York via Chicago who's getting the cheapest fare on United will pay nearly twice as much as a passenger flying only from Chicago to New York. In addition to the increased revenue, United potentially can take business from a competitor.

With more flights crammed into these peaks, ground crews will be challenged to maintain the hard-won operational improvements they've made. In May (the most recent data available), United was neck-and-neck with American and Delta for on-time performance with about 82 percent of flights departing on time, according to the U.S. Bureau of Transportation Statistics. Two years ago, it significantly trailed both.

Rebanking can improve on-time performance because it allows more time to recover from bad weather and other problems during slack periods between peaks of flight activity, Whitney says. "When you staff up to accommodate increased flight loads, there are more resources at the airport when you need to recover," he says.

Data suggest that United may be right. From 2008, when the recession hit, and 2014, United cut its flights by 40 percent. Its on-time performance also bottomed out at 69 percent in 2014, lagging the overall mark of 72 percent at O'Hare, according to BTS data. Since then, United boosted flights by 20 percent, and on-time performance topped 80 percent each of the past two years, matching or slightly beating the O'Hare overall performance. American, the second-biggest carrier at the airport, achieved similar results, boosting flights by 27 percent since 2014. On-time performance improved to 82 percent from 74 percent, BTS data show.

There is another potential upside—for O'Hare. United and American's renewed enthusiasm for hub-and-spoke flying increases their appetite for more gates at a time when the city is negotiating a major terminal reconstruction and expansion to complement a runway overhaul that started a decade ago. The city is trying to finalize the terminal plan as it renegotiates the master lease agreement with airlines for their use of airport gates. The deal is set to expire in May.

<http://www.chicagobusiness.com/article/20170729/ISSUE01/170729852/united-airlines-will-rebank-flight-schedules-at-ohare-airport>

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### In the United States

#### The FAA Could Follow the EPA in Overreaching Its Authority

From an article written by John-Michael, a visiting legal fellow at the Meese Center for Legal & Judicial Studies at the Heritage Foundation and Jason Snead, a policy analyst at the Meese Center for Legal and Judicial Studies at The Heritage Foundation:

It’s their opinion that the current administration is sending conflicting messages about the amount of control Federal Government has over local authority. While in one action, rescinding Waters of the United States (WOTUS), they appear to be planning to take more control over airspace. The Federal Aviation Administration (FAA) sees drones as cause to seize control of all airspace above private property, right down to the ground.

Federal regulations have historically laid out that the navigable airspace begins at 500 feet, above ground level, except near airports and other critical infrastructure, or in unpopulated rural areas. Congress has never codified this figure. Instead, federal law sets out that the “navigable airspace” is “the minimum altitudes of flight prescribed by regulations.”

Before authorizing it to repeat the EPA’s mistakes, lawmakers should contemplate why two-ton cars are state licensed and locally policed, but two-pound drones require the abrogation of private property rights, full federal control of airspace down to the ground, and ever-greater expansion of the administrative state.

Congress should reaffirm FAA authority to safeguard the national airspace, but respect state, local and tribal authority to secure public safety and individual liberty.

<http://nationalinterest.org/feature/the-faa-could-follow-the-epa-overreaching-its-authority-21827>

#### DOT’s Inspector General Questions FAA’s Assumptions on Next Gen

The Department of Transportation’s Inspector General, Calvin Scovel III, last week delivered an 18-page letter to House Transportation leaders Rep. Bill Shuster (R-PA), Chairman of the Committee on Transportation and Infrastructure and Rep. Frank LoBiondo (R-NJ), Chairman Subcommittee on Aviation, following a six-month deep dive into the FAA’s business case and assumptions about NextGen.

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After interviewing FAA and industry group representatives, the IG believes the FAA’s assumptions about the benefits NextGen will provide are overly optimistic. The agency projected NextGen will deliver about \$161 billion in benefits by 2030, of which \$2.7 billion has already been delivered to airspace users and the traveling public.

Scovel’s team skeptically concluded the, “FAA’s business case does not communicate the range of uncertainty or complex factors associated with NextGen implementation to Congress, aviation stakeholders, or the traveling public, which limits the Agency’s ability to set realistic expectations for realizing NextGen benefits.”

The IG said agency assumptions don’t provide alternative outcomes or adjust for risks that may impact the actual delivery of benefits. The IG also questioned the value the FAA placed on the amount of passenger time saved when making its case for NextGen.

While the DOT agrees conceptually with the value of time to calculate benefits, some airline representatives were concerned the agency’s reporting of combined benefits (e.g., passenger time plus fuel savings, etc.) in one, broad category doesn’t deliver an accurate picture of the actual benefit to the airlines themselves. The IG said the airlines worry they might appear to be receiving more substantial benefits than they have actually to date.

Not surprisingly, The IG’s letter could be interpreted by some as somewhat of a win for Shuster and LoBiondo who both support the efforts to sever the ATC system from the FAA. Yesterday’s Politico Transportation newsletter however, detailed another read on the airline’s complaints from Rep. Peter DeFazio (D-OR).

He accused the carriers of only complaining because passengers were seeing the direct benefits of NextGen so far, not the airlines themselves. "This report confirms that FAA's efforts to modernize our national airspace have delivered quantifiable benefits for all users," he said in a statement. *Politico* reported that after receiving the IG’s report, an FAA spokesperson called the agency’s math conservative because it didn't account for "all capabilities" it's expecting to yield benefits that haven't yet been quantified.

The FAA is continuing to work with industry to assess potential benefits from NextGen technologies and the steps required to realize them.

<http://www.flyingmag.com/dots-inspector-general-questions-faas-assumptions-on-next-gen>

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### Federal report knocks FAA Chicago planning

A newly released report by the U.S. Department of Transportation inspector general on Tuesday called out federal air traffic modernization as "overly optimistic" and specifically criticized the Chicago area for having no planned schedule for a major part of the initiative.

The FAA's Next Generation Air Transportation System plans - known as NextGen - "are based on outdated plans for programs that have already experienced implementation challenges" according to the review of coast-to-coast modernization efforts.

Specifically, the watchdog arm of the transportation department stated that **"FAA's model assumes that the Chicago metroplex will be completed in 2019, with benefits accruing starting in 2020; however, FAA currently does not have a schedule for implementing a Metroplex initiative in Chicago."**

**The Metroplex concept is aimed at increasing efficiencies in cities with multiple airports and complex air traffic flows.** Current Metroplexes include areas of California, Texas and Florida, Phoenix, Las Vegas, Denver, Washington, DC, Charlotte, Detroit/Cleveland and Atlanta.

**According to the inspector general's finding, if there is no schedule for implementing Metroplex improvements the FAA "uses the best information available to predict when implementation will occur."**

**The inspector general is highly critical of FAA officials for using outdated statistics forecasts for enhancing the nation's air traffic system and basing projections on improvements that have not actually happened.**

House Transportation Committee chairman, U.S. Rep. Bill Shuster (R-PA), has said that NextGen is just a clever name used by the FAA to gin up money from Congress. "The name NextGen is a marketing term, not an actual technology or innovation. But it sounds catchier so they will fund it year after year" Rep. Shuster said. "The bottom line is there should be far more progress than now" Shuster added. He says the program has received \$7.4 billion from Congress since 2004.

An official at the Chicago Department of Aviation declined to comment on the IG's report, saying that "this is an airspace project and not one of ours." They referred questions to the FAA.

"Many airspace improvements that are components of the FAA's Metroplex initiative were completed in 2013 as part of the Chicago Airspace Project in anticipation of runway modernization at O'Hare Airport" said FAA spokesperson Tony Molinaro. "Additional improvements to efficiency are being explored as part of the O'Hare Runway Modernization

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Program" Molinaro said.

According to FAA records, NextGen projects have provided for new runway and airspace redesign at Chicago O'Hare, as well as "expanded low-visibility operations, airport surface detection equipment" and other time-saving and safety enhancing programs and equipment.

The inspector general's report tells a different story about Chicago and the modernization program across the country. "The IG also found that the FAA does not communicate the range of uncertainty or complex factors associated with NextGen implementation to Congress, aviation stakeholders, or the traveling public."

<http://abc7chicago.com/travel/federal-report-knocks-faa-chicago-planning-/2379849/>

## **Arizona**

### **US Court of Appeals Rules in Favor of City, Neighborhoods in FAA Flight Paths Lawsuit**

Nearly three years after the Federal Aviation Administration (FAA) changed the flight paths at Phoenix Sky Harbor International Airport without notifying the community, the U.S. Court of Appeals for the District of Columbia Circuit has ruled in favor of the City of Phoenix and the neighborhoods. In June 2014, the City of Phoenix filed a lawsuit on behalf of all Phoenix neighborhoods, which was followed by a suit brought by several historic Phoenix neighborhoods. The court joined the two lawsuits together.

Today, the court issued an unprecedented opinion and a judgment that FAA violated federal law when implementing the new flight paths in September 2014. The order indicates that the FAA will need to return to the routes in place prior to September 2014 until it conducts a new environmental process. Attorneys for the City of Phoenix are studying the decision to understand the process moving forward regarding what changes will be made and when.

In the Court's written opinion, it agrees with the City and Neighborhoods' argument that FAA approval of the new flight routes in September 2014 was "arbitrary and capricious" and violated the National Historic Preservation Act, the National Environmental Policy Act, and the Department of Transportation Act.

The court ruling states that "by keeping the public in the dark, the agency made it impossible for the public to submit views on the project's potential effects—views that the FAA is required to consider." The ruling goes on to say that "The FAA had several reasons to anticipate that the

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new flight routes would be highly controversial: The agency was changing routes that had been in place for a long time, on which the City had relied in setting its zoning policy and buying affected homes. The air traffic over some areas would increase by 300%—with 85% of that increase attributed to jets—when before only prop aircraft flew overhead. The FAA found a ‘potential [for] controversy’ but did not notify local citizens and community leaders of the proposed changes as the agency was obligated to, much less allow citizens and leaders to weigh in.”

The Court agreed that the FAA violated its duty to consult with the City in assessing whether the new routes would substantially impair the City’s parks and historic sites and that the FAA did not have enough information to find that the routes would not substantially impair these protected areas. The Court opinion states that “The FAA never conveyed the proposed route changes to senior officials in the City’s Aviation Department, local officials responsible for affected parks or historic districts, or elected city officials.”

<https://www.skyharbor.com/Media/PressReleases/2017/08/29/us-court-of-appeals-rules-in-favor-of-city-neighborhoods-in-faa-flight-paths-lawsuit>

## **Ruling Overturns FAA Rerouting of Phoenix Flight Paths**

<https://www.usnews.com/news/best-states/arizona/articles/2017-08-29/ruling-overturns-faa-rerouting-of-phoenix-departure-paths>

## **California**

### **Fines add up at Long Beach Airport for loud planes. Who should get the money?**

Fines paid by airlines for violating Long Beach’s cherished noise ordinance are paid directly to the foundation to be spent equally among the city’s libraries for resources. Yes, books and magazines, but also for audio books, online courses, homework help and other services to patrons.

It’s not an insignificant amount of money that the library receives through the foundation. The numbers tell two stories: One, the foundation is getting a lot more money from the fines each year and, two, which logically follows: Airlines (and obviously, because it’s by far the biggest and most far-flung airline at the airport, JetBlue, is the biggest violator) are breaking the curfew a lot more often, incurring a \$6,000 fine each time.

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From 2012 through 2015, the total fines averaged \$342,000 per year. Last year, they jumped to \$594,000, and, perhaps alarmingly, in just the first six months of this year, the fines totaled \$639,900.

Airport commissioner Jeff Rowe is advancing an item at the commission's meeting at 4 p.m. Thursday at Skylinks golf course that would recommend the City Council ask City Prosecutor Doug Haubert to examine the feasibility of redirecting fines from the library to noise mitigation projects.

<http://www.presstelegram.com/business/20170718/fines-add-up-at-long-beach-airport-for-loud-planes-who-should-get-the-money>

### **Airport Advisory Commission Delays Vote Asking City Prosecutor To Explore Options for Late Arrival Fees**

After a brief discussion, the Long Beach Airport Advisory Commission voted to postpone action on a proposal that would've asked the city prosecutor's office to explore the feasibility of shifting late arrival fines assessed to airlines away from the Long Beach Public Library Foundation.

In a 6-0 vote, the commission decided to table the matter until City Prosecutor Doug Haubert, a former member of the AAC, could brief them in person at a future meeting on the potential ramifications of amending the consent decree that JetBlue entered into with the his office in 2003.

<https://lbpost.com/news/city/2000011211-city-prosecutor-could-examine-new-home-for-noise-ordinance-fine-revenue-after-airport-advisory-commission-vote>

### **Congress Members Seek FAA Action to Address Airport Noise Complaints** San

Francisco International Airport and surrounding airports are some of the busiest hubs in the United States, which make the beds of activity some of the noisiest spots in the Bay Area. And neighbors in the surrounding communities are not pleased with the rising decibel levels.

After receiving complaints in San Francisco, San Mateo, Santa Clara and Santa Cruz counties, Reps. Jackie Speier, Anna Eshoo and Jimmy Panetta called for action by the Federal Aviation Administration.

Each of the three Congress members is part of the Quiet Skies Caucus and said in a joint statement they will "hold airlines and airports accountable to reduce aircraft noise."

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In response to the request, the FAA announced phase two of an initiative to reduce noise and help communities sleep a little easier at night.

### **Some of the addressed recommendations included:**

- Improving aircraft set-up and sequencing between facilities
- Adjustments to OAK and SFO southbound departures
- Collaborating with the SFO Noise Abatement Office and FAA on outreach to pilots and controllers to keep aircraft over the water while approaching the area
- Increasing controller awareness to keep departures east of Highway 101
- Reducing noise at night by working with SFO to update the Fly Quiet program
- Collaborating with the SFO/Community Roundtable on future changes

Recommendations for the review came from the San Francisco International Airport/Community Roundtable and the Select Committee on South Bay Arrivals, and many of the concerns addressed in the report were FAA statements reaffirming a commitment to existing policies and procedures.

Some recommendations that were not approved included shifting arrivals at San Jose International Airport and to modify south arrivals at SFO, because it would affect the noise levels in other communities.

However, the FAA notes that it is a work in progress. The report includes a review of only about 14 percent of recommendations and an updated version will be released once the other recommendations have been reviewed.

<http://www.nbcbayarea.com/news/local/FAA-Addresses-Bay-Area-Noise-Complaints-436832183.html>

### **Air traffic noise in South Bay may take over two years to resolve**

Sounds of quiet relief are not in the near future for South Bay residents plagued with air traffic noise, but rather two years down the road, according to the Federal Aviation Administration’s Phase Two plan released July 25.

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The 52-page report considered recommendations from two air traffic noise committees: the Select Committee on South Bay Arrivals and the San Francisco International Airport Community Roundtable. Of the 104 recommendations for the Bay Area in the report, Santa Clara County will see two solutions to major noise concerns.

<http://www.mercurynews.com/2017/08/04/air-traffic-noise-in-south-bay-may-take-over-two-years-to-resolve/>

## **Costa Mesa launches web page to address John Wayne Airport noise complaints**

As cities near John Wayne Airport grapple with what some say is an increase in aircraft noise, Costa Mesa has created an online portal for residents to monitor air traffic and bring their concerns to airport officials.

On the city’s web page – [costamesaca.gov](http://costamesaca.gov), under ‘Airport Noise & Concerns,’ – lists contact information to the airport’s access and noise office, the flight standards district office for Long Beach Airport, and information about the Metroplex project – a Federal Aviation Administration effort to modernize air traffic control systems at six major airports and 15 smaller ones across Southern California.

<http://www.ocregister.com/2017/08/22/costa-mesa-launches-web-page-to-address-john-wayne-airport-noise-complaints/>

## **San Diego Airport program to reduce noise levels in nearby homes**

San Diego International Airport has received two grants totaling nearly \$14 million, part of a \$318.1 million package of grants to 78 airports in 34 states, to provide infrastructure upgrades.

The Quieter Home Program is the San Diego County Regional Airport Authority’s Residential Sound Insulation Program. The FAA has determined that residences within the 65-plus decibel level contour map around San Diego International Airport may be eligible for sound insulation treatments to mitigate aircraft noise.

The FAA has set a goal of reducing interior noise levels for eligible residents by at least five decibels inside the home, providing a noticeable reduction in noise. The Airport Authority’s Quieter Home Program is the means to obtain that goal.

[http://www.sdnews.com/view/full\\_story/27478901/article-San-Diego-Airport-program-to-reduce-noise-levels-in-nearby-homes?instance=most\\_popular1](http://www.sdnews.com/view/full_story/27478901/article-San-Diego-Airport-program-to-reduce-noise-levels-in-nearby-homes?instance=most_popular1)

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### **FAA Flight Patterns**

To make our local airspace safer and more efficient, the Federal Aviation Administration (FAA) has implemented several flight path adjustments over Southern California skies between Santa Barbara and San Diego.

According to FAA studies, the change will result in a slight net reduction in sound throughout the City. While some neighborhoods will see and hear fewer overhead flights, others may notice an increase. Many factors, like terrain and wind direction can influence this.

The flight-path adjustments are part of the FAA's SoCal Metroplex Project. To learn more about the science behind the project and new flight tracking technologies, or to view frequently asked questions, please visit the Metroplex Environmental Studies site.

<http://www.toaks.org/departments/community-development/faa-flight-patterns>

### **Connecticut**

#### **Tweed moves ahead with noise reduction project in New Haven, East Haven**

With the first two phases of Tweed New Haven Regional Airport’s federally funded noise insulation project now substantially complete, Tweed is getting ready to move ahead with the third and largest phase of the project, which eventually will sound-insulate nearly 180 homes in New Haven and East Haven.

The Federal Aviation Administration announced an additional \$2.96 million grant to fund the \$3.29 million third phase on July 12. The balance will be covered by state and local shares, with the FAA paying 90 percent of the cost, the state paying 7.5 percent and the Tweed New Haven Airport Authority paying 2.5 percent, or about \$82,250.

<http://www.nhregister.com/connecticut/article/Tweed-moves-ahead-with-noise-reduction-project-in-11729808.php>

### **District of Columbia**

#### **New report says noise complaints are up at National, Dulles airports**

Residents from across the Washington region filed a record number of complaints about noise from flights at Reagan National and Dulles International airports in 2016 — more than four times the number recorded in the previous year, according to new data released this month.

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And those tens of thousands of complaints are coming from a broader geographic area than ever before — a trend residents and some elected officials say is driven by changes the Federal Aviation Administration made to flight paths at the region’s three major airports.

Officials with the Metropolitan Washington Airports Authority (MWAA), which manages National and Dulles airports, concede new flight patterns are partly to blame for the increase in complaints, but they say increased resident awareness, greater media attention and more early morning and late-night flights at National also have contributed to the rise.

They also note that more than half of the complaints filed came from just three individuals. One resident of Northwest Washington’s affluent Foxhall neighborhood filed 17,273 complaints about noise at National — an average of 47 a day. That far surpasses the 6,500 complaints filed by one person in 2015.

[https://www.washingtonpost.com/local/trafficandcommuting/new-report-says-noise-complaints-are-up-at-national-dulles-airports/2017/09/16/78f221e8-9962-11e7-b569-3360011663b4\\_story.html?utm\\_term=.ba69e265b453](https://www.washingtonpost.com/local/trafficandcommuting/new-report-says-noise-complaints-are-up-at-national-dulles-airports/2017/09/16/78f221e8-9962-11e7-b569-3360011663b4_story.html?utm_term=.ba69e265b453)

## **Maryland**

### **Our say: Noise seems far down on FAA's priority list**

The Anne Arundel County Council is likely to join the procession of elected officials who have asked the Federal Aviation Administration to reconsider its Next Generation Air Transportation System, or NextGen. The new air traffic approach-control setup has greatly boosted airplane noise in some neighborhoods in Anne Arundel and Howard counties.

[http://www.capitalgazette.com/opinion/our\\_say/ph-ac-ce-our-say-0721-20170720-story.html](http://www.capitalgazette.com/opinion/our_say/ph-ac-ce-our-say-0721-20170720-story.html)

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### **FAA Says Study Found No Significant Noise Impacts to Bethesda Area with Flight Path Changes**

The Federal Aviation has found that a change in airplane flight paths has not created more noise in the Bethesda area, according to the agency’s administrator.

This month, the council approved a resolution to hire a law firm to examine whether it can pursue a lawsuit against the agency (FAA) to attempt to have it revert to previous flight paths. The law firm, Dentons LLP, is working with other jurisdictions on similar cases around the country.

<http://www.bethesdamagazine.com/Bethesda-Beat/2017/FAA-Says-Study-Found-No-Significant-Noise-Impacts-to-Bethesda-Area-with-Flight-Path-Changes/>

### **Maryland Gov. Larry Hogan Demands Answers On Airport Noise Complaints**

Running out of patience with the federal government’s top aviation official on the issue of aircraft noise near BWI and Reagan National airports, Maryland Gov. Larry Hogan is pulling rank.

In a Tuesday letter to Transportation Secretary Elaine Chao, Hogan complained that Federal Aviation Administrator Michael Huerta has ignored long-standing concerns from residents along airport flight paths. Huerta was appointed to a five-year term in 2013 by then President Barack Obama, a Democrat. Chao, like Hogan, is a Republican.

Huerta, Hogan told Chao, “does not seem to understand that chronic aircraft noise exposes otherwise healthy people to stress and potential medical conditions, as well as directly negatively impacting property values for Maryland homeowners.” Hogan added that he has received no response from the FAA chief to a May 11 letter raising his concerns about “little to no action taken to mitigate this noise pollution.”

<http://wamu.org/story/17/08/02/maryland-gov-larry-hogan-demands-answers-airport-noise-complaints/>

### **Maryland governor asks for legal action against FAA**

Maryland Gov. Larry Hogan is asking the state’s attorney general to sue the Federal Aviation Administration to abandon new flight routes that have “caused a significant increase in noise pollution for many of our citizens.”

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The governor made the request to Maryland Attorney General Brian Frosh in a letter on Tuesday. A spokeswoman for Frosh says he’s been very concerned for some time about the new flight patterns and is considering a lawsuit. She says the office has been in conversations with the Hogan administration and the FAA to address the issue.

[https://www.washingtonpost.com/local/maryland-governor-asks-for-legal-action-against-faa/2017/09/12/426523a0-97dc-11e7-af6a-6555caae8dc\\_story.html](https://www.washingtonpost.com/local/maryland-governor-asks-for-legal-action-against-faa/2017/09/12/426523a0-97dc-11e7-af6a-6555caae8dc_story.html)

### **Maryland Gov. Larry Hogan wants to sue the FAA over airport noise**

Maryland Gov. Larry Hogan on Tuesday directed the state’s attorney general to sue the Federal Aviation Administration over increases in airplane noise tied to the agency’s efforts to modernize air traffic operations at the region’s airports.

In a letter sent to Attorney General Brian E. Frosh (D), Hogan (R) said new flight paths in and out of Baltimore Washington International Marshall and Reagan National airports have made “many Maryland families miserable in their own homes with louder and more frequent flights which now rattle windows and doors.”

“As elected leaders of this state, we cannot allow this situation to stand,” Hogan said.

Residents from New York to California have challenged the FAA, with some turning to the courts. In the District, a coalition including Georgetown University and homeowners in the Palisades neighborhood filed a lawsuit against the FAA and Huerta in 2015. Virginia Gov. Terry McAuliffe’s (D) office did not respond to questions about whether officials there are considering a similar action.

Hogan’s request and other efforts to roll back implementation of the new routes may have received a boost from the U.S. Court of Appeals for the District of Columbia Circuit, which last month struck down routes that the FAA had implemented at Phoenix’s Sky Harbor Airport in 2014. The City of Phoenix and a coalition of neighborhood groups filed suit in 2015 challenging the changes.

[https://www.washingtonpost.com/local/trafficandcommuting/maryland-gov-larry-hogan-wants-to-sue-the-faa-over-airport-noise/2017/09/12/b5257336-97dc-11e7-82e4-f1076f6d6152\\_story.html](https://www.washingtonpost.com/local/trafficandcommuting/maryland-gov-larry-hogan-wants-to-sue-the-faa-over-airport-noise/2017/09/12/b5257336-97dc-11e7-82e4-f1076f6d6152_story.html)

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### **Massachusetts**

#### **Legislators form Fair Skies Caucus**

State Sen. Walter Timilty, D-Milton, and state Rep. Joan Meschino, D-Hull, announced the formation of the Fair Skies Caucus, which is intended to give legislators from both chambers and parties a forum for working together on issues related to airport noise and pollution.

The caucus is open to legislators whose districts are affected by flights to and from Logan International Airport, Worcester Regional Airport and Hanscom Field.

flying overhead at all hours of the day and night.”

The organizers said the caucus will allow for increased collaboration with the Massport Community Advisory Committee. The committee’s members represent 35 communities that are affected by Massport operations.

The caucus mirrors the Congressional Quiet Skies Caucus, a group of three dozen congressional representatives.

<http://www.patriotledger.com/news/20170901/legislators-form-fair-skies-caucus>

### **Minnesota**

#### **Citizens group seeks to redefine Minneapolis-St. Paul Airport noise contours**

But research generated by the MSP FairSkies Coalition, a determined group of neighborhood activists, indicates that noise from the airport has increased 30 percent since 2014 and that its reach has spread to new corners of Minneapolis and the suburbs. St. Louis Park was hit hardest, with the number of people affected by aircraft noise increasing by 177 percent over the past two years, according to the group’s analysis.

Anti-noise activists say the 40-year-old standard used by the Federal Aviation Administration (FAA) and the MAC to determine the impact of noise on neighborhoods is obsolete. The threshold is 65 decibels on the DNL metric.

The FairSkies Coalition claims the international standard of 55 decibels DNL is more accurate, though imperfect. At that rate, airport noise in the Twin Cities is far more pervasive.

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The FAA is studying the issue. “We are sensitive to the growing public concerns about aircraft noise,” said spokeswoman Elizabeth Isham Cory. “However, any changes to the metric must be accompanied by a sufficient body of scientific and technical justification.”

N.O.I.S.E., a Washington, D.C. coalition of elected officials, says more study is needed to find the appropriate measurement. “DNL is an average and humans do not perceive noise in averages, but rather as individual events,” the group said.

Jim Spensley, president of an anti-noise group called the South Metro Airport Action Council (SMAAC), said the current way of measuring noise “is completely undefined” and “has no useful or scientific basis.” In addition, Spensley says it fails to account for the harmful effect of air traffic on the environment.

<http://www.startribune.com/citizens-group-seeks-to-redefine-minneapolis-st-paul-airport-noise-contours/442703933/>

## **North Carolina**

### **Over 121,000 noise complaints filed against Charlotte's airport in 2017**

But, there is another side to these complaint numbers. About 96 percent of the complaints came from the same 25 addresses. That means those people would have to file one complaint every two minutes for eight months straight.

<http://www.wsocvtv.com/news/local/charlotte-douglas-airport-sets-record-number-of-complaints-for-2017/594309426>

## **Washington**

### **Phoenix airport noise case may provide roadmap for challenging FAA at Sea-Tac**

A federal appeals court decision released on Aug 29 threw out changes the Federal Aviation Administration made to its landing and takeoff routes over and involving Sky Harbor International Airport in Phoenix that caused unexpected added noise over residential and historical parts of the Arizona city.

This action in the U.S. Court of Appeals in Washington has cheered many anti-airport noise campaigners in the area of Seattle-Tacoma International Airport. They suggest this high court action bodes well for moves by both the Quiet Skies Coalition in Burien and the Quiet Skies Puget Sound Coalition in Des Moines to get the FAA to change its plans to change flight landing

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and takeoff plans that would increase noise over Burien, SeaTac, Des Moines and other areas around the fast growing airport.

Steve Edmiston – a Des Moines lawyer and member of the Quiet Skies Puget Sound citizens group opposing FAA flight path changes – said the Phoenix case is a “useful roadmap for other airport neighbor cities, with a virtual step-by-step guide for reviewing the FAA’s actions to determine whether the FAA failed to provide adequate notice and information to the proper individuals and groups, failed to collect needed information, and otherwise failed to comply with three federal statutes, before rolling out its satellite-based navigation procedures.”

<http://b-townblog.com/2017/09/01/phoenix-airport-noise-case-may-provide-roadmap-for-challenging-faa-at-sea-tac/>



## **What's happening around the world?**

### **Australia/ New Zealand**

#### **Noise watchdog keeps steely eye on Auckland Airport runway plans**

A community watchdog set up over airport noise says it will keep a close eye on Auckland Airport's plans to lengthen its second runway.

Auckland Airport wants to add nearly a kilometre to the runway, which has been flagged for 16 years and already has basic consent.

However, the proposed changes would greatly boost the number of affected landowners, adding 475 home owners in the Mangere, Flat Bush and Otara areas, bringing the total to over 500.

Auckland's Plane Truth Action Group spokeswoman Lorraine Clark said aircraft noise was an issue worldwide as new technology let planes fly differently and at lower altitudes.

People were being affected by changed flight paths all over Auckland but felt powerless to complain.

And although the airport was offering those closest noise mitigation measures such as double glazing and insulation, it was far from ideal.

"Who wants to live inside if you've got kids in the summer with the air conditioning? What do you do? It's just not the way we've lived in New Zealand previously, having an airport of that size with those massive wide-bodied jets coming and going.

"When [the airport] was put there, the original path went over green space ... A lot of old housing that's not properly protected, there's just no way to mitigate them for noise."

Clark acknowledged the airport had a noise consultation committee, and said she had greater hopes for it now that it included representatives without links to the council, a major airport shareholder.

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Mt Eden resident Robin Scott said aircraft noise never bothered her until flight paths changed a few years ago.

She had lived in the area for 45 years. "The only time you saw or heard a plane was if you had a military flyover or a helicopter now and again."

Now the noise was so bad, she had installed double glazing. She believed the airport should reimburse her, but was not hopeful.

"Little people don't count."

The airport has long planned a second runway to cope with an expected doubling of visitors over the next 25 years. Passenger numbers are forecast to reach 40 million a year by 2044, up from 19 million now.

Auckland Airport spokeswoman Lisa Mulitalo said noise mitigation packages to affected residents would allow them to close their windows during summer.

"Whatever they need, we will talk to them about it and it sort of varies depending on the house size, when it was built, what they've already got in the house," she said.

While the cost of the new runway has not been finalised, \$202 million has been set aside for the first five years. It is hoped to have the runway operational by 2028, when the current southern runway will reach capacity.

Passenger fees will be raised by \$1.29 (excluding GST) from 2021 to fund the project.

<https://www.stuff.co.nz/business/industries/94965943/hundreds-of-homeowners-offered-noise-help-as-auckland-airport-changes-runway-plans>