

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

Vol. 4, Issue 6 – November 2017



### In our neck of the woods

## O'Hare Fly Quiet

### Learning From Night Rotations, O'Hare Noise

Schiller Park, impacted by several corridors of runways, filed lots of complaints last year. After a change in governmental leadership in April, only four surveys were submitted in Test 2.

**In Test 2, Park Ridge submitted 74;** Glenview, 27; Elk Grove Village, 20; Nilas, 6; Mount Prospect, 3; and Des Plaines, 2. Bensenville had 10 people submitting 655 surveys and Elmhurst had 282 people submitting 409 surveys.

<https://www.journal-topics.com/articles/learning-from-night-rotations-ohare-noise/>

### Elmhurst urged to provide responses to O'Hare airport noise survey

<https://dupagepolicyjournal.com/stories/511220575-elmhurst-urged-to-provide-responses-to-o-hare-airport-noise-survey>

### Elmhurst residents eager for end of O'Hare rotation test

"Every other week we got the traffic that we were getting once a month," Mayor Steven Morley said. "That's why Fly Quiet 3 really was what we considered unfair. It was an unfair distribution."

**He and other residents are eager for the end of the test and a return of the old procedures, even if temporary.**

"That means we should see a significant reduction in traffic in a week and a half and that should be maintained for at least a year," Morley said.

<http://www.dailyherald.com/news/20171004/elmhurst-residents-eager-for-end-of-ohare-rotation-test>

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### Federal Aviation Administration addresses Elmhurst residents' questions about Fly Quiet

About 50 Elmhurst community members attended a public meeting on the Fly Quiet Runway Rotation Program hosted Oct. 3 by the city of Elmhurst and the Federal Aviation Administration at Elmhurst City Hall.

Christina Drouet, deputy regional administrator for the administration's Great Lakes Region, presented on the Fly Quiet program and the O'Hare Modernization Plan and took written questions from audience members that were consolidated by city staff, aldermen and Mayor Steve Morley.

Test 3 affects specific areas in Elmhurst, with a 100-percent increase in scheduled nighttime air traffic compared to tests 1 and 2, city officials said.

Elmhurst residents and leaders have long spoken against increased air traffic noise in Elmhurst. Elmhurst Community Unit School District 205 recently joined the effort as well, appointing Board of Education member Kara Caforio to serve as its representative on the O'Hare Noise Compatibility Commission.

<http://www.mysuburbanlife.com/2017/10/05/federal-aviation-administration-addresses-elmhurst-residents-questions-about-fly-quiet/aboehok/>

### Noise Commission Studies Complaints, O'Hare Stats

August aircraft operations totaled 80,110 flights, based on 24-hour operations. These are lower totals than August 2013 or 2014, but more than 10,000 flights ahead of August 2015 or 2016.

Complaints on general airport noise were up to 427,557 in August, with about 99.99 percent lodged electronically. Of these, **45 percent were lodged from 18 electronic addresses**, which are separate from the Fly Quiet test surveys and provide feedback on night time rotations and integrate with the test period data.

**Residents complained in late September that they could not easily get into the Chicago Department of Aviation's website to answer the surveys.** Chicago's larger 311 calling system, through which the calls are forwarded, was the cause of the problem, and **the city is looking for ways to upgrade that system.**

**One of the issues for communities immediately north and northeast of the airport is the combination of traffic from the northern east-west runway and the traffic headed northeast**

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**on the diagonal runways over Des Plaines and northern Park Ridge. They often get traffic around the clock.**

When the control tower sends westbound departures northeast over Park Ridge and Niles, the planes start to veer almost immediately to the west to where they should go.

This process of "**left banking**," or making sharp turns west shortly after takeoff, led Niles to have a special temporary noise monitor installed over the summer.

**Park Ridge Mayor Marty Maloney said last week he would be meeting with Niles officials to see if they would share their data from that monitor with his city.**

<https://www.journal-topics.com/articles/noise-commission-studies-complaints-ohare-stats/>

## **Fly Quiet Committee To Talk About Night Rotation Plans**

O'Hare Noise Compatibility Commission chair, Mayor Arlene Juracek from Mount Prospect, told the ONCC general membership Oct. 6 that the Ad Hoc Fly Quiet Committee will meet three times in November to analyze the results and develop responses. The first date will be Nov. 6.

**By early 2018, the committee is aiming to recommend a night-time rotation plan to be applied for the 2-1/2-year gap between the closing of Runway 15-33 and the completion of the O'Hare Modernization Plan**, when several additional east-west runways are supposed to be built and open on the north and northwest ends of O'Hare.

**An interim plan would also require an Environmental Impact Statement from the EPA**, according to Des Plaines Ald. Malcolm Chester (6th), an Ad Hoc Committee member. While it usually takes about a year or more to have an impact statement approved, Chester said the **Chicago Dept. of Aviation is planning to speed up the process to take six months.**

<https://www.journal-topics.com/articles/fly-quiet-committee-to-talk-about-night-rotation-plans/>

## **New overnight noise plan at O'Hare is dividing suburbs**

Leaders of an O'Hare noise commission on Friday laid out an ambitious schedule to discuss and possibly approve an overnight runway rotation plan to replace a 12-week one that ended in mid-October.

The Federal Aviation Administration could take up to a year to conduct a detailed assessment of the rotation's impact, which will include public hearings.

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That's one reason the ONCC intends to hold several committee meetings on the rotation concept in November, including a Monday session, with a possible vote by the whole board Dec. 1.

**Already battle lines are being drawn between suburbs such as Elmhurst and Des Plaines, which fear the use of two smaller diagonal runways will keep residents up at night, and towns like Bensenville and Wood Dale, which have born the brunt of the jet noise for years and want relief.**

<http://www.dailyherald.com/news/20171103/new-overnight-noise-plan-at-ohare-is-dividing-suburbs>

### **Who will be winners, losers in next O'Hare runway rotation?**

Available runways to use in the rotation are shrinking as Chicago intends to decommission a large diagonal runway (15/33) in 2018. And two smaller diagonal runways, 4-Left/22-Right and 4-Right/22-Left, will be closed for some months because of construction and repairs in 2018 and 2019, respectively, officials said at a ONCC Fly Quiet committee meeting Monday.

Another variable is how long the Federal Aviation Administration will take to conduct an environmental assessment of the fourth rotation if approved. The process involves public hearings and could last up to a year.

**Residents in Elmhurst have pushed back against use of 4-Right/22-Left in the rotation, which kept them sleepless, while Des Plaines homeowners have objected to wake-up calls from planes using 4-Left/22-Right.**

But with either of those runways out of the picture, it means more of a racket for Bensenville and Wood Dale residents as the airport shifts to putting aircraft on a pair of long, parallel runways (10-Center/28-Center and 10-Left/28-Right).

<http://www.dailyherald.com/news/20171106/who-will-be-winners-losers-in-next-ohare-runway-rotation>

### **Next Step For Fly Quiet: Which Night Runways Till 2020**

The next step is to design a permanent plan for rotations to be implemented through November 2020, when the final east-west runways along the northern edge of the airport are expected to be ready to open.

While the short-term rotation tests could get relatively fast approvals from the Federal Aviation Authority, anything lasting for a year or more must go through a much more extensive

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reevaluation review through the FAA's national office with environmental impacts including noise, air quality and social justice.

**ONCC Chairman Arlene Juracek, mayor of Mount Prospect, said there is some urgency to get the process started, because there will only be three runways available based on the original Fly Quiet plan, and the people on the ends of those runways "will be hammered" at night, once 15-33 is closed.**

Frame is hoping to start the environmental analysis and the rotation plan as soon as possible. He would like to get something approved by the FAA and in place by next November, which would mean the interim plan could function for two years.

Also underway at ONCC is a bylaws committee project to replace the ad hoc committee with a permanent standing committee.

<https://www.journal-topics.com/articles/next-step-for-fly-quiet-which-night-runways-till-2020/>

### Are Soundproofed Homes Experiencing Odd Odors Here?

Midway Airport neighbors have launched an all-out campaign to draw attention to suspicious fumes occurring in homes which were soundproofed near the southwest side airport.

Pamela Zidarich, one of the most vocal of the Midway neighbors, said that a tell-tale odor similar to overheated PBC plastic has become a breathing hazard inside the homes, especially in hot weather.

As of Sept. 20, there were 153 specifically relating to odors and diminished air quality, 11 of which are near O'Hare.

Zidarich believes there are **disintegrating elements in older soundproofing materials.**

Since home soundproofing efforts began in the 1990s, a number of companies have had installation contracts. Installers are not the same as the companies that manufactured the parts installed.

<https://www.journal-topics.com/articles/are-soundproofed-homes-experiencing-odd-odors-here/>

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### Aviation Boss Slammed After Missing Hearing For Vacation To Grand Teton

Residents who live near Midway Airport and their elected officials are angry at city Aviation Commissioner Ginger Evans, who missed a hearing on foul-smelling windows in area homes for a vacation to view the solar eclipse near Grand Teton National Park, they said.

<https://www.dnainfo.com/chicago/20171004/clearing/window-odor-hearing-commissioner-ginger-evans-vacation-midway-ohare-noise-canceling-department-of-aviation-smell-residential-sound-improvement-program>

### The new O'Hare: Here's a sneak peek

The O'Hare 21 plan (named by Mayor Rahm Emanuel himself, Evans said) will **expand O'Hare's concourse frontage by 23 percent, allowing the addition of about 30 standard-sized gates**, up from the 185 gates it now has. That expansion includes an already announced **five-gate addition on L concourse** for American Airlines regional jets, as well as a **nine-gate expansion in Terminal 5**, the current international terminal. The airport hasn't added a gate in 23 years, Evans said.

After expanding runways in recent years through an ongoing \$5.5 billion program, the airfield now needs to modernize its terminals, particularly to attract lucrative international flights—**O'Hare badly lags all peers in growth of international business over the past decade**. While some of O'Hare's poor showing can be blamed on the recession, as well as trouble at United, American and other airlines, Evans said the airport cut way back on investments while airports in San Francisco, Los Angeles and New York spent heavily on modernization. "We have not invested in international. We have not had any growth in international," she said. "It has withered."

Under the plan, the city would **tear down Terminal 2 in sections to avoid disrupting operations** like at New York's LaGuardia Airport, which is a mess. The **new "Global Terminal," as Evans said she'd like to rechristen Terminal 2, will provide international passengers flying on United, American and their foreign partner airlines easy access to domestic flights**. In other words, no longer would most connecting travelers have to maneuver with their baggage from Terminal 5 to Terminals 1, 2 or 3. Other new gates would be provided by extending United's current remote Concourse C in Terminal 1, requiring the construction of new tunnels.

Doing all of that would free up space in Terminal 5, which could be converted at least in part to domestic service, allowing more space for Delta, JetBlue, Spirit and Delta, all of which reportedly are interested in adding gate space here.

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In essence, she said, **Terminal 1 would be devoted to United and its Star Alliance partners; Terminal 3 would be used by American and its oneworld partners; and Terminal 5 would house Delta and its SkyTeam partners.**

<http://www.chicagobusiness.com/article/20170929/BLOGS02/170929852/chicago-officials-give-sneak-peek-at-ohare-airport-revamp>

### How the O'Hare Airport expansion could fail

Mayor Rahm Emanuel and Aviation Commissioner Ginger Evans have outlined a multibillion-dollar plan to rebuild O'Hare's aging Terminal 2 and add dozens of gates. The plan is essential to O'Hare's continuing status as the country's aviation hub. But it **requires financing from major airlines, most notably American and United.**

The dominant carriers at O'Hare were feeling flush when plans for terminal modernization and expansion surfaced earlier this year. Since then, however, intensifying fare competition and concerns about overexpansion have sparked pressure from Wall Street to curb spending. American has promised to trim \$1 billion in annual costs by 2021, and United is looking to save more than \$2 billion by 2020.

**Airline cost-cutting casts a new light on talks between the city and carriers on the O'Hare project.** Emanuel and Evans want to finalize an agreement by year-end. Sticking to that timetable has become even more important as the notoriously cyclical airline industry heads for another rough patch.

[http://www.chicagobusiness.com/article/20171103/ISSUE10/171109944/how-the-ohare-airport-expansion-could-fail#utm\\_medium=email&utm\\_source=ccb-weeklyalert&utm\\_campaign=ccb-weeklyalert-20171103](http://www.chicagobusiness.com/article/20171103/ISSUE10/171109944/how-the-ohare-airport-expansion-could-fail#utm_medium=email&utm_source=ccb-weeklyalert&utm_campaign=ccb-weeklyalert-20171103)

### Tollway calls extended Route 390 a timesaver

This Wednesday, a brand-new section of the Illinois Route 390 Tollway will open between I-290 and Illinois Route 83, creating a newer, faster and pricier east-west route in the western suburbs.

The 4-mile stretch of newly constructed roadway provides three lanes in each direction from Itasca to Bensenville. It has 30 bridges, and an interchange at I-290 and the rebuilt Rohlwing Road, or Illinois Route 53 Interchange.

The road is the second section of 390 to open, making it a 10-mile toll road. The first section of 390, formerly known as the Elgin-O'Hare expressway, starts in Hanover Park at Lake Street and

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ends 6 miles east in Itasca. It had been free, until the Tollway took over the project in 2012. It widened and upgraded the roadway, and started charging tolls in July 2016.

**The Tollway wants to eventually have western access to O'Hare International Airport, a project that has been discussed for nearly 20 years and is expected to cost about \$3.4 billion. The Tollway has said that western access is crucial to an expanded O'Hare airport, and will lead to thousands of jobs.**

The goal is to allow travelers to avoid traffic congestion, come into the airport on the west side, go through security and get on a plane without having to go all the way around to the east side of the airport.

But Canadian Pacific Railway has not allowed the Tollway to build over its tracks at the airport's western edge, arguing that it would interfere with freight rail operations, and the Tollway sued the railroad last year. **The Tollway is currently in negotiations with Canadian Pacific and Union Pacific railroads**, Bedalov said.

**The ramps the Tollway wants to build over the CP tracks would be part of a planned beltway around O'Hare. When it's all done, I-390 east toward the airport would connect with a new tollway called I-490, running north and south. That new tollway would connect with Interstate 90 to the north and the Tri-State Tollway or I-294 to the south.**

[http://digealedition.chicagotribune.com/infinity/article\\_popover\\_share.aspx?guid=dbd62160-3ff1-490b-8cb5-91f231690fae](http://digealedition.chicagotribune.com/infinity/article_popover_share.aspx?guid=dbd62160-3ff1-490b-8cb5-91f231690fae)

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### In the United States

#### FAA's NextGen Flight Paths and When Data Makes Government Too Efficient

In the case of the FAA NextGen modernization process, housing stock and businesses have grown up around airports with an understanding of how the flight paths of those facilities have standardized over decades of operation. **By modernizing those flight paths, the FAA is upending assumptions those surrounding communities made about noise levels and traffic and prompting a fierce backlash that the benefit to the entire nation is outweighed by the additional noise endured by the few.**

What makes the FAA process different than the everyday conflict of airport expansion, road construction and other government change is that the FAA process has been **largely driven by using data and technology to improve efficiency.** The new flight paths were chosen not by politicians trying to win points for their communities, but by cold calculating algorithms designed to maximize the efficiency and safety of modern air travel.

Relying on data to set policy rather than leaving decisions to the political system represents a sharp break from the horse trading that has historically dominated governmental decision making. It means that decisions will be made based on the cold hard numbers of what benefits the nation, rather than who has the most political clout in backroom deals.

<https://www.forbes.com/sites/kalevleetaru/2017/10/27/faas-nextgen-flight-paths-and-when-data-makes-government-too-efficient/#54b99bd65413>

#### FAA: 'More progress is needed' on noise

More than 70 people from Queens and Nassau County were on hand at Borough Hall in Kew Gardens for presentations by the Federal Aviation Administration and U.S. Rep. Tom Suozzi (D-Suffolk, Nassau, Queens), who is co-chairman of the Congressional Quiet Skies Caucus.

The FAA was represented by Carl Burleson, deputy assistant administrator for policy, international affairs and environment; Curtis Holsclaw, acting director and deputy director of the FAA Office of Environment & Energy; and Julie Marks, the agency's community involvement manager for airspace projects.

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### What is being done?

He said the agency is working on a **new way of gathering, assessing and responding to such complaints in a consistent manner**. It will include interagency crosschecking, new websites and outreach initiatives.

Understanding and dealing with the noise itself, Holsclaw said, is the subject of numerous studies. One, being conducted by numerous colleges and universities, including many with schools of public health, is **studying the possibility of reducing the maximum allowed level of prolonged noise exposure from 65 decibels to 55**, the standard in many other countries.

A study on **how airplane noise impacts people’s sleep is set to begin in 2018**. One on **cardiovascular health is set for 2020**.

Other studies are also planned for **impact on children’s learning and what is termed annoyance**. Holsclaw said the FAA is studying things like **spreading the approach corridors out again and changing other operational procedures**, many of which come with trade-offs under existing technology.

All new planes in the United States must meet stricter so-called Level 4 noise standards, and have since 2006. While it applies only to new aircraft “there are relatively few Stage 3s out there,” Holsclaw said.

Depending on their size, **new aircraft must meet Stage 5 noise standards as of this coming Dec. 31, or Dec. 31, 2020**.

[http://www.qchron.com/editions/queenswide/faa-more-progress-is-needed-on-noise/article\\_26831b95-0d0b-51c4-b6f5-4332e21f5e96.html](http://www.qchron.com/editions/queenswide/faa-more-progress-is-needed-on-noise/article_26831b95-0d0b-51c4-b6f5-4332e21f5e96.html)

### Grievances aired over new flight paths

#### Residents in several cities complain about increase in noise

The Federal Aviation Administration started revising flight paths and procedures around the United States in 2014 under its air traffic control modernization plan known as “NextGen.” The new procedures use more precise, satellite-based navigation that saves time, increases the number of planes airports can service, and reduces fuel burn and emissions.

**Noise complaints exploded from San Diego to Charlotte, N.C., to New York** as flights were concentrated at lower altitudes, in narrower paths and on more frequent schedules. The new

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paths often reduce the number of people exposed to noise, but those who get noise get it far more consistently.

In Phoenix, redrawn flights over vintage neighborhoods like Lake’s affect some 2,500 homes, prompting a court challenge from historic districts and the city.

The U.S. Court of Appeals for the District of Columbia Circuit on Aug. 29 agreed with their assessment that the **FAA was “arbitrary and capricious” in revising flight procedures**. FAA officials asked for an extension, and the court this month pushed the petition deadline to Nov. 16.

**Local governments and residents in more than a half-dozen other areas — including Washington’s Georgetown neighborhood and California’s Newport Beach, Laguna Beach, Orange County and Culver City — have similar petitions before the court.**

**Attorney Steven Taber**, who represents several Southern California communities with complaints, **predicted legal action over flight changes will be a continuing problem across the U.S.**

**Aviation experts said they don’t expect the Phoenix ruling to set a precedent for other cities, but it is forcing the FAA to be more responsive.**

[http://digitaledition.chicagotribune.com/infinity/article\\_popover\\_share.aspx?guid=cef5a318-28dc-4ee0-bb25-efdc001591b3](http://digitaledition.chicagotribune.com/infinity/article_popover_share.aspx?guid=cef5a318-28dc-4ee0-bb25-efdc001591b3)

## **NASA reveals radical new flexible wingflaps that can cut plane landing and takeoff noise by 30%**

**NASA has designed a new plane that can reduce aircraft noise by as much as 30 per cent on takeoff and landing.**

The innovation lies in a **new flap design** - traditional flaps, when lowered, create gaps between the forward edge, the sides of the flaps and the wing surface.

But a **flexed wing configuration allows a level of control over how and where the wing responds to wind gusts, significantly reducing airframe noise during takeoff and landing, and potentially saving on fuel.**

<http://www.dailymail.co.uk/sciencetech/article-4971614/NASA-reveals-new-plane-design-cut-noise-30.html>

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### **Arizona**

#### **New flight paths lead to airplane noise complaints across U.S.**

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Noise complaints exploded from San Diego to Charlotte, North Carolina, to New York as flights were concentrated at lower altitudes, in narrower paths and on more frequent schedules. The new paths often reduce the number of people exposed to noise, but those who get noise get it far more consistently.

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Local governments and residents in more than a half-dozen other areas - including Washington's Georgetown neighborhood and California's Newport Beach, Laguna Beach, Orange County and Culver City - have similar petitions before the court.

**Attorney Steven Taber**, who represents several Southern California communities with complaints, predicted legal action over flight changes will be a continuing problem across the U.S.

FAA officials knew a decade ago some homeowners would suffer more noise because of the changes, but hoped their complaints would be offset by the people who benefited, Grizzle said. But those people haven't spoken up.

**The FAA said in a statement it is reviewing the Phoenix decision and working with residents near airports around the country through "noise roundtables" to balance community interests with needed improvements to the national airspace system.**

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**In Phoenix, "simply reverting to previous air traffic control procedures is not viable," the agency said. The new procedures are "interdependent," and any changes to one would have a domino effect, it said.**

FAA officials claimed a "categorical exclusion" for Phoenix, which they said allowed them to forgo the customary environmental assessment because any changes in flight procedures were not expected to have an adverse impact. When Phoenix filed a challenge, the FAA sought to have it dismissed, arguing it was not filed in a timely fashion.

The court ruled that by keeping people in the dark, the agency made it impossible for the public to submit views on the project's potential effects - something the FAA is especially required to do for historic areas and parks.

People elsewhere also complain the FAA failed to adequately explain the planned changes or provide opportunities to comment. In some areas, people say they didn't know changes were coming because the FAA advertised them in places people wouldn't normally look, such as government webpages.

In the Washington metro area, Georgetown University and neighborhood groups complained the FAA left them out of the loop and failed to properly assess the effect of changes at Ronald Reagan National Airport.

Residents said that until spring 2015, departing flights traveled a straight line over the Pentagon, Arlington National Cemetery and commercial areas of Rosslyn, Virginia. Now, a major departure path routes planes alongside historic Georgetown.

<https://durangoherald.com/articles/190757>

## California

### South Bay officials create forum to address airplane noise

The creation of the **South Bay Airport Roundtable** comes at a time when airplane noise has been a growing concern for residents of Santa Clara and Santa Cruz Counties.

Between November 2014 and April 2015, the FAA implemented a new flight system called Next Generation Air Transportation System, or NextGen, at San Francisco International Airport. The new flight system is aimed at reducing flight time, fuel consumption and carbon emissions. As a result, planes have arrived and departed on shifted routes and at lower altitudes, with more

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flights passing over Menlo Park, Palo Alto and other cities in Santa Clara and Santa Cruz Counties, according to Menlo Park City Councilmember Peter Ohtaki.

South Bay residents started to file thousands of noise complaints every day. In July 2014, prior to the implementation of NextGen, San Francisco International Airport received a total of 645 noise complaints, mostly filed by residents of Brisbane and other cities in San Mateo County. Two years later, in July 2016, the airport received 347,000 complaints, coming primarily from Palo Alto and other cities in Santa Clara and Santa Cruz Counties, according to data from the monthly San Francisco International Airport Director's Reports.

<http://peninsulapress.com/2017/11/01/south-bay-officials-create-forum-to-address-airplane-noise/>

## Jet Operations and Related Noise Violations Rise at Santa Monica Airport

[http://www.surfsantamonica.com/ssm\\_site/the\\_lookout/news/News-2017/October-2017/10\\_24\\_2017\\_Jet\\_Operations\\_and\\_Related\\_Noise\\_Violations\\_Rise\\_at\\_Santa\\_Monica\\_Airport.html](http://www.surfsantamonica.com/ssm_site/the_lookout/news/News-2017/October-2017/10_24_2017_Jet_Operations_and_Related_Noise_Violations_Rise_at_Santa_Monica_Airport.html)

## ANAC board supports sub-committee recommendations: All 21 noise-reducing ideas forwarded to Airport Authority

The San Diego Airport Noise Advisory Committee (ANAC) voted to advance to the San Diego Airport Authority for evaluation and implementation, all **21 recommendations** for reducing aircraft noise drafted by its sub-committee. These recommendations were discussed for two-and-a-half hours during the Oct. 18 ANAC meeting in Point Loma. **Recommendations, including curfew limits, noise monitoring and mitigation, flight procedure changes, further flight and departure analysis and nighttime noise abatement** can be found here:

[http://www.san.org/DesktopModules/Bring2mind/DMX/Download.aspx?EntryId=10746&Command=Core\\_Download&language=en-US&PortalId=0&TabId=487](http://www.san.org/DesktopModules/Bring2mind/DMX/Download.aspx?EntryId=10746&Command=Core_Download&language=en-US&PortalId=0&TabId=487)

<http://www.lajollalight.com/news/sd-anac-board-supports-sub-committee-recommendations-20171025-story.html>

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### La Jolla Aircraft Noise Monitoring Study confirms an increase, cites reasons

The "La Jolla Noise Monitoring Study" — conducted to evaluate the changes and causes of residents' perceived increase in aircraft noise over the past year — determined that **La Jolla faces unique exposure to noise from the skies due to its topographical features, a low ambient score, and the double-whammy of San Diego International Airport planes flying overhead early in the morning and late at night, and military helicopters and planes from Montgomery Airport flying overhead during the day.**

<http://www.lajollalight.com/news/sd-airplane-noise-study-confirms-increase-20171025-htlmstory.html>

### Tired of all the noise from those planes flying overhead? One day it will be a thing of the past

Aviation is a noisy business if you're living anywhere in the proximity of a commercial airport. That's where **Ampaire** comes in. This Los Angeles-based company is working to **retrofit a standard turboprop airplane into one that would operate solely on electric power. Beyond that, the company plans to develop an all-electric, zero-emission airplane from the ground up.**

The company's primary aim is to **create planes that would reduce costs and lessen the aviation industry's impact on the environment.** It's a safe bet that all-electric planes would do both. But a welcome byproduct of this technology would be reduced noise.

The company estimates that designing and certifying a new air frame is about a **10-year, \$200 million process**, so this isn't going to happen tomorrow. But it's good to know that the technology is there and that **quieter planes will eventually become a reality.** Any technology that can cut costs, lessen our impact on the environment and reduce noise at the same time has to be a good thing.

So the next time you hear a low-flying 747 roaring overhead, consider the fact that all of that noise will one day be a thing of the past. And when that day comes, you'll be able to sit in your living room and noodle around on your laptop in peace.

<http://www.pasadenastarnews.com/2017/11/10/tired-of-the-noise-from-those-planes-flying-overhead-one-day-it-will-be-a-thing-of-the-past/>

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### **FAA to change John Wayne Airport flight path over Newport Beach after noise complaints, city says**

<http://beta.latimes.com/local/lanow/la-me-faa-john-wayne-20170928-story.html>

## **District of Columbia**

### **How it could get quieter with new flight plan out of Reagan National Airport**

The plan would have departing “south flow” flights — flights that head out of the airport toward Alexandria, Virginia, and Fort Washington, Maryland — stay over the Potomac River longer and eventually turn over land when they are at higher altitudes.

<https://wtop.com/local/2017/09/noise-improvements-expected-around-reagan-natl-airport-soon>

### **Under pressure, Airports Authority agrees to conduct new noise study at Dulles**

For years the Metropolitan Washington Airports Authority has opposed further residential development in Dulles Airport's flight paths and has adamantly opposed new noise studies, but now -- amid growing noise complaints -- MWAA has agreed to conduct a new noise study of its operations.

[http://www.loudountimes.com/news/article/under\\_pressure\\_airports\\_authority\\_agrees\\_to\\_conduct\\_new\\_noise321](http://www.loudountimes.com/news/article/under_pressure_airports_authority_agrees_to_conduct_new_noise321)

## **Georgia**

### **Hartsfield-Jackson to host public information workshop on airport noise**

The world’s busiest airport will hold the workshop on its draft noise exposure maps on Thursday Oct. 12 from 6 to 8 p.m. at the airport’s technical support campus at 1255 South Loop Road in College Park.

The airport is holding the event to comply with federal regulations on airport noise compatibility planning.

<http://airport.blog.aic.com/2017/10/09/hartsfield-jackson-to-host-public-information-workshop-on-airport-noise/>

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### Maryland

#### Frosh Chooses Outside Law Firm To File Suit Against FAA Over Airplane Noise

**Maryland is taking steps to sue the Federal Aviation Administration** over growing residential noise complaints that began after the agency changed airplane flight paths to make air travel more efficient.

Attorney General Brian Frosh announced Tuesday that the state has **retained the firm Kaplan Kirsch & Rockwell**, which has offices in Washington, D.C., Denver and New York, to represent Maryland in a lawsuit against the FAA.

**Kaplan Kirsch previous represented Phoenix, Arizona**, in a lawsuit it won in August against the FAA over airplane noise caused by NextGen flight path changes.

<http://www.bethesdamagazine.com/Bethesda-Beat/2017/Frosh-Chooses-Outside-Law-Firm-To-File-Suit-Against-FAA-Over-Airplane-Noise/>

### Massachusetts

#### City, Council Noise Study Reveals More Planes, Louder Planes from Logan

After demanding a noise study be conducted using City funds, a **Boston University School of Public Health commissioned noise study has revealed in writing what everyone in Chelsea already knew anecdotally – that the airport is driving everyone crazy.**

"Overall, it is clear that Chelsea residents are exposed to higher noise levels attributed to aviation relative to many comparison communities and that those noise levels have been increasing in recent years at higher rates than in many other communities," read the report conclusion. "These exposures have increased over the past five years, and they have increased at a faster rate in Chelsea than in many surrounding communities. Further, unlike East Boston and Winthrop, Chelsea does not fall within the FAA-defined 65 dB DNL contour required for soundproofing eligibility. Given this fact and the age of the housing stock in Chelsea, **residents of Chelsea may have among the highest actual exposures to airport-related noise in the region.**"

<http://www.chelsearecord.com/2017/11/03/increasingcity-council-noise-study-reveals-more-planes-louder-planes-from-logan/>

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### Meeting Tuesday to share results of air noise study

The first findings of a study to reduce airplane noise will be shared during a forum Wednesday night.

Last year, the Massachusetts Port Authority and the Federal Aviation Administration signed a memorandum of agreement to study ways to reduce noise problems through changes to Logan Airport's current, GPS-based flight paths. The current system results in plane after plane flying over the same area, angering those living below.

Working on the study is John Hansman, director of the International Center for Air Transportation at the Massachusetts Institute of Technology.

At a forum held in February, Hansman said that when the new RNAV system was designed, "noise was a consideration, but not the primary one."

He also said that the new system allows air traffic controllers to run the airspace more efficiently.

During that hearing, residents and officials from communities hardest hit by aircraft noise offered their ideas for mitigating the problem.

**The ideas included dispersing the flights over wider areas, moving a flight path a mile out to sea to quiet the skies over Hull, increasing the altitude of planes flying into and out of the airport, and charging higher fees to noisier aircraft.**

<http://hull.wickedlocal.com/news/20171110/meeting-tuesday-to-share-results-of-air-noise-study>

## New York

### East Hampton, NY Town Board Launches Airport Noise Study

The town board in New York's East Hampton is moving ahead with efforts aimed at curbing noise at its municipal airport.

Newsday (<https://nwsdy.li/2z3t6Fl>) says **the board has voted to hire a law firm and noise consultants that will prepare a study for the Federal Aviation Administration.**

In the summer, the airport serves as a hub for rich beachgoers zipping in from York City and points beyond. Some fed-up locals want the airport shut down altogether.

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**Last year, a federal appeals court struck down nighttime curfews and limits on the frequency of "noisy" flights there.**

**The court said only the FAA has authority to regulate flying hours.**

The study could cost up to \$2 million and could take two to three years to complete.

<https://www.usnews.com/news/best-states/new-york/articles/2017-10-06/east-hampton-ny-town-board-launches-airport-noise-study>

## **Oregon**

### **FAA contradicts Portland Jetport's explanation for airplane noise**

A federal aviation official on Tuesday contradicted statements by the director of the Portland International Jetport and other officials at the airport that problems with a federal radar system could have contributed to noise complaints by forcing airliners to fly over residential neighborhoods.

There have been no radar outages that changed the direction in which airplanes took off and landed at the Portland airport, Federal Aviation Administration spokesman Jim Peters said Tuesday.

<http://www.pressherald.com/2017/10/17/faa-contradicts-jetports-reason-for-noise/>

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## What's happening around the world?

### Asia

#### Ben Gurion Airport Neighbors to Get Compensation for Noise, Pollution

Some 300,000 Israelis live close enough to Ben Gurion airport to be affected by the loud noises and pollution involved in operating an airport – and with the airport now operating 24 hours a day, residents have complained of many sleepless nights. For the first time, **the Interior Ministry is developing a plan to compensate these residents, a report on Channel Two said – and in response, the Airport Workers' Committee has threatened to go on strike.**

The plan entails **charging the Airports Authority a property tax (arnona) on the airport grounds**; currently, no taxes are levied on the airport. The Ministry hopes to raise some NIS 200 million (\$56.6 million) from property tax that it will levy, with the money to be used to compensate residents.

**The amount of money residents in each town will get will be based on their location, distance to the airport, whether an air route goes right over their town, etc.**

<http://hamodia.com/2017/11/10/ben-gurion-neighbors-get-compensation-noise-pollution/>

### Australia/ New Zealand

#### Marshall Day Acoustics study raises concerns on Western Sydney Airport EIS

**A \$20,000 Blue Mountains Council commissioned study into aircraft noise has highlighted a number of "limitations" in the Australian government's Environmental Impact Statement [EIS] on Western Sydney Airport, but the minister responsible for the airport has argued the information is "not true".**

Acoustic consultants, Marshall Day Acoustics [MDA] undertook the three month-long study to reveal the impact of Western Sydney Airport flight paths on the Greater Blue Mountains World Heritage Area. MDA is familiar with the Western Sydney Airport from their work on the draft EIS as part of the WSROCs peer review team.

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The findings reveal the impact of flight paths over the Mountains and the lack of standards regarding aircraft noise management in natural areas, a council spokeswoman said.

**"A key concern is the duration and frequency of noise rather than maximum noise level of any single overflight. The study demonstrates how the cumulative effect of increased aircraft overflights, and therefore noise events, could significantly diminish the amount of time in which the natural soundscape is experienced,"** the mayor added.

**The minister's spokesperson said the mayor "wrongly claims the EIS overlooked the assessment on world heritage status but that had been "fully dealt with in chapter 26 of the EIS".**

The minister's spokesperson added that the flight paths were only indicative and would be decided over a number of years in consultation with the community and the Forum on Western Sydney Airport [FOWSA] and using best practice in airspace design to avoid overflights of residential area .. and the impacts of aircraft on natural and visually sensitive areas, including the Blue Mountains World Heritage areas.

<http://www.bluemountaingazette.com.au/story/5021918/council-study-slams-aircraft-noise-standards/>

## Christchurch Airport trials new approach flight paths

Aircraft landing in Christchurch will soon fly higher over the city making less noise and emitting less carbon dioxide, Christchurch Airport said on Monday.

The claim was made ahead of the Thursday kick-off of a year-long trial of satellite landing flight paths.

"[It] means **moving away from current ground-based navigation aids and procedures, to a more accurate satellite-based system using the performance and capabilities of equipment on board the aircraft,**" Rhys Boswell, Christchurch Airport's strategy and sustainability general manager said.

The trial is part of a nationwide programme, New Southern Sky, being introduced across all airports by the Civil Aviation Authority to meet new global standards for satellite-based navigation systems (dubbed Performance Based Navigation, or PBN).

<https://www.stuff.co.nz/business/98600258/christchurch-airport-trials-new-approach-flight-paths>

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### Europe

#### Airport noise miscalculation means Schiphol effects to be reanalysed

**The government has acknowledged that noise levels estimated from air traffic have been miscalculated**, broadcaster NOS reports. Sharon Dijksma, minister for infrastructure and environment, has now reportedly acknowledged that this means the local effects of Schiphol airport and its potential growth must be reassessed. Leon Adegeest, a member of the HoogOverijssel campaign group and a software specialist, became suspicious when seeing figures that claimed aircraft at 900 metres cause no noise. Although when a plane is flying low, it causes more noise on land than when it is high, he told the NOS Radio 1: 'Planes fly very low over Zwolle and I saw that no noise nuisance was predicted. That can't be right. Even with common sense you can see this. There was something strange going on.' After the government refused to release calculations, he made his own software and discovered where the infrastructure and environment ministry had gone wrong, using incorrect calculations for the Boeing 737 engine's noise. The figures he was analysing came from nuisance from Lelystand Airport but the same model was apparently used to make calculations for Schiphol. **A reanalysis could limit how much the Netherlands' main airport is permitted to grow from 2020, reports the Financieele Dagblad.**

<http://www.dutchnews.nl/news/archives/2017/10/airport-noise-miscalculation-means-schiphol-effects-to-be-looked-at-again/>

### United Kingdom

#### Heathrow Airport noise level report reveals the best and worst performing airlines

The latest airline noise rankings have revealed Dreamliners are attributed to a new low record for noise created by planes at Heathrow. The "Fly Quiet and Clean" report for April to June showed a fleet of carriers improved scores in the league table.

Best: Aer Lingus, British Airways (short haul), Etihad Airways, Air Malta, Air India

Worst: Kuwait Airways, Pakistan International Airlines, El Al, Oman Air, Jet Airways

<http://www.getwestlondon.co.uk/news/west-london-news/heathrow-airport-noise-level-report-13678519>

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### Heathrow Airport Expansion: Third Runway Opponents Say Noise and Air Quality Targets are Unattainable

A year to the day after the Government confirmed a third runway at Heathrow was its preferred solution to the airport capacity crunch in South East England, yet another consultation is under way.

The Airports Commission, chaired by Sir Howard Davies, began work in September 2012. It reported in July 2015, recommending a new runway at Heathrow to the north-west of the existing pair, ahead of the other two shortlisted options: an extended northern runway at Heathrow, and a second active runway at Gatwick.

#### **Opponents of a third runway at Heathrow say environmental considerations should rule the scheme out.**

Ruth Cadbury, Labour MP for Brentford and Isleworth — a west London constituency on the main Heathrow approach path — has secured a debate in Westminster Hall on the issue. She said: **"It is unacceptable that any expansion at Heathrow can take place when risk of non-compliance to air quality limits remains high.** Londoners deserve better than to be subject to breathing toxic air pollution.

"The Government's continued attempt to support Heathrow expansion totally undermines efforts to make London a more sustainable city and the UK a cleaner country."

But the Government's NPS says a **third runway is urgently needed to counter the "increased risk of flight delays and unreliability, restricted scope for competition and lower fares, declining domestic connectivity, erosion of the UK's hub status relative to foreign competitors, and constraining the scope of the aviation sector to deliver wider economic benefits."**

It adds: "London is beginning to find that new routes to important long haul destinations are being set up elsewhere in Europe. This is having an adverse impact on the UK economy, and affecting the country's global competitiveness."

<http://www.independent.co.uk/travel/news-and-advice/heathrow-airport-third-runway-expansion-noise-air-quality-targets-gatwick-a8018691.html>