

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

Vol. 5, Issue 3 – May 2018



In our neck of the woods

O’Hare Fly Quiet

The O’Hare Noise Compatibility Commission (ONCC) voted to make the Fly Quiet Committee a standing committee of 11 members to be appointed by ONCC Chair, Arlene Juracek.

At the May 4th meeting, it was announced that previous Ad-Hoc members Bensenville, Schaumburg, Schiller Park, River Grove, Harwood Heights, Chicago’s 41st and 45th wards and Des Plaines would be joined by Wood Dale and Elmhurst.

Park Ridge was not offered membership on this committee despite their formal request and expressed their dissatisfaction with the decision at the May 4th meeting. Chair Juracek said she was looking for the four quadrants of the airport to be recognized and the quadrant that Park Ridge is in is well represented by Des Plaines, Niles and Chicago Ward 41.

ONCC Continues Work With New Committee

<https://www.journal-topics.com/articles/oncc-continues-work-with-new-committee/>

Fly Quiet committee expands, but not enough for some towns

<http://www.dailyherald.com/news/20180504/fly-quiet-committee-expands-but-not-enough-for-some-towns>

Park Ridge Shut Out From Fly Quiet Voting Seat

<https://www.journal-topics.com/articles/park-ridge-shut-out-from-fly-quiet-voting-seat/>

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FAiR is now advocating a full curfew at night, from midnight to 5:00am.

Dreaming ‘Quiet,’ Rapp Suggests Airport Nap At Night

<https://www.journal-topics.com/articles/dreaming-quiet-rapp-suggests-airport-nap-at-night/>

O’Hare Night Flying Restrictions

<https://www.fairchicago.org/single-post/2018/05/13/FAiR-NFP-MAY-NEWSLETTER-PART-1>

O’Hare Expansion

O’Hare expansion will make MKE (General Mitchell International Airport in Milwaukee) flights take off

A third airport alternative, cheaper and easier.

<http://www.chicagotribune.com/suburbs/lake-county-news-sun/opinion/ct-lns-selle-ohare-expansion-milwaukee-st-0405-20180404-story.html>

O’Hare Airport expansion will be credit negative, says Moody’s

Moody’s considers the O’Hare expansion “credit negative” because it will “increase leverage and airline costs above those of airport peers, weakening O’Hare’s competitive position and airlines’s profitability,” it said in a release.

<https://www.marketwatch.com/story/ohare-airport-expansion-will-be-credit-negative-says-moodys-2018-04-06>

Morning Spin: Aldermen scramble for post that would oversee Emanuel's massive O'Hare overhaul

Let the jockeying begin for the plum chairmanship of the City Council Aviation Committee, the panel tasked with overseeing major projects like Mayor Rahm Emanuel's \$8.5 billion O'Hare International Airport overhaul.

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Ald. Michael Zalewski is stepping down May 31, leaving the committee post open.

<http://www.chicagotribune.com/news/local/politics/ct-chicago-ohare-aldermen-20180411-story.html>

Does O'Hare really need an expansion?

<http://www.chicagotribune.com/news/opinion/letters/ct-ohare-expansion-debt-moodys-city-council-20180420-story.html>

Eyeing growth, O’Hare adds 5 American gates

American Airlines on Friday officially opened five new gates at O’Hare International Airport, the first major expansion of gate capacity in 25 years and what the city is calling the first step in the airport’s massive \$8.7 billion expansion plan.

http://digitaledition.chicagotribune.com/infinity/article_share.aspx?guid=5f2a0513-0d23-4b1d-9b84-8ddc88f3e3b0

Cargo Expansion

Top 20 cargo hubs saw volumes rise 6.8% in 2017

The trade association of the world’s airports said that passenger traffic at the world's 20 busiest airports grew by 5.2% in 2017 at almost 1.5bn, representing 17% of global passenger traffic.

Below Hong Kong for non-integrator hub volumes were Shanghai (PVG), Chicago (ORD) and Doha (DOH) all experiencing double digit growth of 11.2%, 12.6% and 15.0% respectively, said ACI (Airports Council International).

ACI continued: “Key air cargo centres, such as Chicago – O'Hare (ORD), experienced growth of 12.6% for 2017.

“The airport, which has significantly expanded its air cargo facilities, is centrally located geographically serving regional manufacturing within an intermodal transport network.

<http://www.aircargonews.net/news/airport/single-view/news/top-20-cargo-hubs-saw-volumes-rise-68-in-2017.html>

O'Hare Ranks High Among Airports Worldwide for Passengers and Cargo

Airports Council International (ACI) World on April 9, released its preliminary airport traffic rankings showing that O'Hare International Airport ranked sixth for total passenger traffic in

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2017 and was among the top 20 airports in the world for total cargo volume. O'Hare is among only a few airports worldwide that rank in the top 20 for both passenger volume and cargo tonnage - two leading indicators of an airport's economic strength.

http://www.aviationpros.com/press_release/12407034/ohare-ranks-high-among-airports-worldwide-for-passengers-and-cargo

Western Access

Long wait for western terminal disappointing, Bensenville says

Three decades is too long to wait for a western O'Hare terminal, Bensenville leaders said Friday as Chicago Department of Aviation leaders updated the O'Hare Noise Compatibility Commission on a \$8.5 billion plan to transform the airport.

Along with rebuilding Terminal 2 to handle international flights, the O'Hare 21 project will initially include parking and a screening facility for airport employees entering from the west once the Illinois tollway extends Route 390 to O'Hare in 2024.

Aviation Commissioner Ginger Evans said an earlier O'Hare plan promising a western terminal sooner had been "dead" for years because American and United Airlines didn't support it.

"It was not financially viable," Evans said. The latest approach "gives (the city) a path to do what was committed to and make it a reality."

As air traffic grows, the city would add concourses on the west airfield and eventually a passenger center with screening, baggage drop-off and a people-mover taking fliers to concourses and other terminals. That 30-year plan would cost \$1.5 billion.

<http://www.dailyherald.com/news/20180413/long-wait-for-western-terminal-disappointing-bensenville-says>

O'Hare Noise and Compatibility Commission (ONCC)

March Forum Will Focus On Flight Changes Near O'Hare

The O'Hare Noise Compatibility Commission invited representatives from the Federal Aviation Administration, airlines and pilots and airport operations to answer questions about how flights using O'Hare International Airport move through the airspace above surrounding communities.

<https://www.journal-topics.com/articles/march-forum-will-focus-on-flight-changes-near-ohare/>

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Other Airports Watch ONCC In Progress At O’Hare

For many members of the O’Hare Noise Compatibility Commission, making headway in the fight to contain and reduce airport noise at the local airport still seems an uphill battle.

However, they received kudos on April 13 from Chicago Aviation Department Commissioner Ginger Evans for setting an example for making progress that has the world’s other major airports taking notice.

“This is without parallel in the world,” Evans told the ONCC membership. “The aviation community is talking It is a way different approach.”

Evans said while “we’re still working on” what they’ve learned from the three tests, “it really is truly going to change things outside Chicago.”

ONCC Chair and Mount Prospect Mayor Arlene Juracek, along with executive committee members Joe Annunzio, representing Niles, and Cathy Dunlap, representing Chicago’s 41st Ward, brought similar news from a winter symposium in Long Beach, CA.

<https://www.journal-topics.com/articles/other-airports-watch-oncc-in-progress-at-ohare/>

Noise Complaints

Noise gripes near O’Hare drop 90% after city officials block complaint app

Complaints about jet noise from residents near O’Hare Airport dropped 90 percent from January to February — but the skies over the western suburbs and Northwest Side are as busy as ever.

An anti-O’Hare noise group says that the drastic drop in just one month was caused by change made by city officials to block an app the group created.

In January, 252,878 complaints about jet noise were logged with Chicago officials. In February, the city recorded only 33,499 — the lowest number since December 2014, according to data released Friday by the O’Hare Noise Compatibility Commission.

<https://chicago.suntimes.com/news/noise-gripes-near-ohare-drop-90-after-city-officials-block-complaint-app/>

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Mega-jet begins regular service to O'Hare

Last year, British Airways said it would begin using the A380 on one of two daily flights between Chicago and London. 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.

It's only within the past couple of years that O'Hare has had facilities to accommodate the A380, which is 238 feet long and 79 feet high, with a 261-foot wingspan. O'Hare has had a runway big enough for the A380 since 2013 but lacked gates that fit two-level planes at the time.

Dubai-based airline Emirates flew an A380 to O'Hare in 2016 to test out airport improvements designed to handle the jet, but British Airways is the only airline using it on a regular basis in Chicago.

http://digitaledition.chicagotribune.com/infinity/article_share.aspx?guid=a78b3fb9-f195-45f1-931f-39000cf03ff9

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In the United States

New FAA legislation a win for airport-noise activists

Legislation signed into law last month directs the FAA to re-examine how it measures airplane noise in order to impose more restrictions on flights.

In 1981, the FAA established a Day-Night Average Sound Level (DNL) of 65 decibels. But members of the "New York Quiet Skies Caucus" in Congress say the standard has had its day.

"The metric of 65 DNL has long been outdated and does not adequately measure the true impact of aircraft noise," said Rep. Grace Meng (D-Queens).

Residents living near an airport with noise levels beyond the 65 DNL standard can receive soundproofing materials for their homes. But many more people whose lives are regularly disrupted say they aren't even acknowledged under the current measurement.

Take Bayside resident Janet McEneaney. She said her neighborhood is categorized at 55 DNL — within the current acceptable level. But a noise monitoring instrument installed in her neighbor's backyard shows the daily stream of jets overhead can reach 90 decibels, she said.

"It's a joke," McEneaney, president of Queens Quiet Skies, said of the current standard, which is an average of noise levels over a period of time.

"I can be woken up at 6 am by a jet and see (on the noise monitor tracker) that it's 85 decibels over my house. Then 60 or 90 seconds later another jet is at 75 decibels. ... Yet somehow we don't register on the FAA's noise meter as having a problem."

Since 2015 the FAA has been looking into new ways to measure plane noise and the agency conducted a sound study of communities around 20 airports nationwide. The study has not yet been released and it's unclear when new recommendations will be made public.

The new FAA provisions — tucked into the omnibus spending bill — are aimed at nudging the new metric along and urging the FAA to look at other ways to address community concerns.

"We expect to come out with something soon," responded a FAA spokesman Jim Peters.

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The Port Authority said it’s working with the FAA on community roundtables formed to address noise issues around LaGuardia, Kennedy, Newark and Teterboro airports.

“Each roundtable meets regularly to provide an opportunity for members of the community to maintain open communication with the Port Authority and the FAA, seeking mutual and feasible ways to manage airport noise impacts,” said Port Authority spokeswoman Alana Calmi.

<https://nypost.com/2018/04/03/new-faa-legislation-a-win-for-airport-noise-activists/>

Meng Secures Provisions in FAA Reauthorization Act that Seek to Combat Airplane Noise

U.S. Rep. Grace Meng (D-Queens) announced this afternoon that the FAA Reauthorization Act passed by the House today includes several provisions she authored, including measures aimed at reducing excessive airplane noise over Queens and other impacted communities.

Meng’s provisions include the phase II authorization of the Federal Aviation Administration’s (FAA) Continuous Lower Energy, Emissions, and Noise Program (CLEEN 2), an initiative to develop technologies that reduce aircraft noise. Under the program, the FAA, in partnership with private industry, will work to create new aircraft and engine technologies that are quieter, and produce less noise. The program also seeks to develop alternative jet fuels to reduce fuel emissions and improve fuel efficiency. The goal is to have these improved technologies introduced to commercial aircrafts by 2026. The FAA will invest \$100 million in phase II of the program and this funding will be matched at least dollar-for-dollar by industry partners that include Boeing, Delta TechOps, GE, Honeywell Aerospace, Pratt & Whitney, Rolls Royce, and other companies.

The FAA bill also includes a provision that sets a deadline for the FAA to develop new methods of measuring aircraft noise. Last month, Meng and New York members of the Quiet Skies Caucus passed legislation into law that directs the FAA to continue evaluating alternative metrics to the Day-Night Average Sound Level (DNL) 65, the current national standard at which the agency determines acceptable levels of aircraft noise. The measure passed today would require the FAA to complete this evaluation within one year. Looking at other methods of examining noise will provide more accurate readings of noise “annoyance” levels caused by airplanes.

<https://meng.house.gov/media-center/press-releases/meng-secures-provisions-in-faa-reauthorization-act-that-look-to-combat>

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FAA imposes restrictions on Boeing 787s powered by some Rolls engines

Airlines flying Boeing 787 Dreamliner jets powered by one model of Rolls-Royce engines face substantial disruption after an FAA safety ruling. The planes are restricted from flying more than 140 minutes from a diversionary airport, down from 330 minutes.

<https://www.seattletimes.com/business/boeing-aerospace/faa-imposes-restrictions-on-boeing-787s-powered-by-some-rolls-engines/>

How to Decrease Noise with a small Air Deflector

A tiny air deflector mounted inches from vent holes on aircraft wings can cut noise 7-30 miles upon decent. This small air deflector, or ‘vortex generator’, serves to decrease the distinctive high-pitched noise from arriving Airbus A-320A (single-aisle) aircraft by blocking the circular air pressure over the vents on the underside of the aircraft wings before its landing gear and flaps are deployed.

<https://www.fairchicago.org/single-post/2018/04/29/FAIR-NFP-MAY-NEWSLETTER--PART-1>

Escape From Hell: You Will Never Have to Land in a Hub Airport Again

... the hub was never intended to be for the convenience of people—that is, unless you are nuts enough to consider corporations as people, because the hub was created and exists only for the convenience of the airline companies.

The theory was, to give it its full name, “hub-and-spoke.” For example, by funneling 30 flights (the spokes) into a hub and another 30 out an airline could offer 900 different route patterns using only 30 airplanes.

The idea was sold to passengers in the phrase, “Go from anywhere to everywhere.”

The trouble was that pretty soon passengers got wise to a different meaning: “To get there from here you first have to go somewhere else.”

Hubs are, of course, extremely vulnerable to ricochet effect: Bad weather in one part of the country can screw up the connections all over the rest of an airline’s network, with flights frequently delayed for hours. A monster hub like Chicago’s O’Hare, located where the winter weather can be particularly disruptive, easily becomes a traveler’s nightmare. Or, as in the case of the world’s largest hub, Atlanta Hartsfield, if you get a computer glitch the rolling effects can lead to days of cancellations.

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...now there is a new reason why the logic of the hub is under threat.

New small jets with between 80 and 120 seats will bring the comfort and speed of the larger jets as well as much lower fuel costs to more and more cities. These new jets will also have longer range, and that means that smaller cities that are long distances apart—say, for example, Savannah, Georgia, and Santa Barbara, California—will suddenly be a viable choice for direct flights. That kind of pairing could be repeated many times over without ever involving a hub.

<https://www.thedailybeast.com/escape-from-hell-you-will-never-have-to-land-in-a-hub-airport-again?ref=scroll>

The world's busiest airport? It's Atlanta, yet again

The "World's Busiest Airport" title for 2017 will go to a familiar address.

The Hartsfield-Jackson Atlanta International Airport is forecast to take that title for 2017, marking the 20th consecutive year that the airport has hosted more passengers than any other airport on the planet.

Atlanta finished first ahead of No. 2 Beijing Capital and third-place Dubai. Rounding out the top five were Tokyo Haneda and Los Angeles, which bested No. 6 Chicago O'Hare by about 4.5 million passengers to remain the USA's second-busiest. The biggest shakeup for U.S. airports came in New York, where previously 16th-ranked New York JFK fell out of the global top 20 -- overtaken by airports in India and China.

<https://www.usatoday.com/story/travel/flights/todayinthesky/2018/04/09/worlds-busiest-airport-its-atlanta-yet-again/500000002/>

Quiet Skies Coalition holding Community Meeting on FAA Tuesday, April 24

<http://b-townblog.com/2018/04/11/quiet-skies-coalition-holding-community-meeting-on-faa-tuesday-april-24/>

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Arizona

FAA Changing Departure Routes for Many Flights From Phoenix

The Federal Aviation Administration is largely reverting to old routes for many flights departing Phoenix's main airport as the latest step in resolving a years long fight over aircraft noise.

The FAA says the re-routing taking effect Thursday for planes departing Sky Harbor International Airport to the west implements an agreement between the agency, the city and residents of historic neighborhoods that objected to increased noise from departure routes implemented in 2014.

<https://www.usnews.com/news/best-states/arizona/articles/2018-03-29/faa-changing-departure-routes-for-many-flights-from-phoenix>

FAA Reverts Two Flight Paths to 2014 Routes

A look back:

Changes were made to flight paths out of Sky Harbor Airport in September 2014, as part of the FAA’s NextGen program.

Instead of flying over industrial areas, some flights flew over Phoenix’s historic residential neighborhoods.

A community noise meeting was held in October 2014.

The City of Phoenix and a coalition of historic neighborhoods sued the FAA in 2015.

A ruling was made in favor of the City and neighborhoods in August 2017.

The FAA held a public comment period between February 1 and February 16, 2018, and worked in partnership with the City of Phoenix to hold three public workshops. The FAA reports receiving approximately 1,100 comments from private citizens and groups, elected officials, municipalities, and local, state and federal agencies during this public comment period.

<http://downtownphoenixjournal.com/2018/04/03/faa-reverts-two-flight-paths-2014-routes/>

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California

Unhappy about airport noise? Thank the O.C. Board of Supervisors

Eddie Martin founded the airstrip after James Irvine leased him some land in which to operate a small, regional general aviation airport. It grew successful. So much so that the Orange County Board of Supervisors saw dollar signs when envisioning the airport being turned into a commercial airport. After facing much resistance from residents, the Board of Supervisors decided to "move" McArthur Boulevard through the airport in hopes of sizing the airport.

Costa Mesa, Santa Ana Heights and Newport Beach residents can thank the supervisors for the increased airport noise after the airport was moved further south, especially after Martin's airport became the commercial Orange County Regional Airport, later renamed John Wayne Airport.

<http://www.latimes.com/socal/daily-pilot/opinion/tn-dpt-me-mailbag-20180319-story.html>

As new Burbank airport noise concerns emerge, Rep. Schiff seeks answers from FAA chief

Burbank congressman Adam Schiff and Burbank airport and city officials are calling on federal authorities to find out if a new system that replaced air traffic controllers is the cause of increased noise at Hollywood Burbank Airport.

It’s called NextGen (Next Generation Air Transportation System), a satellite-based system that replaced air routes that used ground-based technology, such as beacons, with routes that are based on satellite technology. Los Angeles County implemented NextGen via the Southern California Metroplex Project in April 2017, according to Schiff’s office. The project sought to “improve the efficiency” in Southern California’s airspace and loosen up flight congestion.

Now, Schiff is questioning the Federal Aviation Administration’s Acting Administrator Daniel Elwell on whether altered flight patters prompted by the new system are causing more noise.

“Should the FAA determine that NextGen is the cause of this increase in noise, I ask the FAA to adjust the current flight paths and ensure that the FAA-established altitude levels for planes flying above residential areas are safely enforced,” Schiff said.

<https://www.dailynews.com/2018/03/22/as-new-burbank-airport-noise-concerns-emerge-rep-schiff-seeks-answers-from-faa-chief/>

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Burbank, Studio City residents raise concerns regarding NextGen at Hollywood Burbank Airport

<http://www.latimes.com/socal/burbank-leader/news/tn-blr-me-airport-evening-20180331-story.html>

FAA: SFO flight path change coming Thursday

An updated flight path for planes headed to the San Francisco airport is scheduled for Thursday, and it may mean relief for Santa Cruz County residents who have complained about noise overhead since the Federal Aviation Administration adopted changes three years ago.

The updated flight path, known as SERFR3, will be about a quarter-mile east of the Menlo waypoint in East Palo Alto with an “optimized profile descent,” according to Ian Gregor, public affairs manager for the Federal Aviation Administration’s Pacific Division. An optimized descent means the pilot can glide the craft, allowing for a quieter descent, saving fuel.

The airport has received millions of complaints in the three years since the flight path known as Big Sur was changed from Santa Cruz’s Westside and east of the San Lorenzo Valley to the current path. With the change, pilots had to alter how they descend, speeding up and slowing down to stay in the Class B protected airspace surrounding the airport, creating noise for those on the ground.

<https://www.mercurynews.com/2018/03/27/faa-sfo-flight-path-change-coming-thursday/>

Residents rally against noisy air traffic

Coastsiders and other Bay Area residents are banding together to combat air traffic noise wrought by the Next Generation Air Transportation System. The latest action follows in the footsteps of other communities across the United States that have found their voices are stronger together. They are getting a response from the Federal Aviation Administration.

If a local lawsuit occurred, it would be one of more than 10 others across the nation regarding NextGen. The city of Phoenix won its case last August, which led to an agreement to redesign flight paths. The FAA also agreed to tweak flight paths around John Wayne Airport in Southern California, following individual lawsuits from Culver City, Newport Beach and Laguna Beach that were then consolidated as one case a year ago.

https://www.hmbreview.com/news/residents-rally-against-noisy-air-traffic/article_8610c4b0-32af-11e8-baab-3faa693a9b09.html

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Rep. Rohrabacher calls on JetBlue to retrofit planes to cut 'screeching noise' over Huntington Beach

Rep. Dana Rohrabacher is calling on JetBlue to retrofit some of its planes to help minimize noise that some Huntington Beach residents say has disrupted their quality of life as the aircraft approach Long Beach Airport.

In his letter, Rohrabacher recommended that the airline fix the problem by modifying the engines with vortex generators, known as air deflectors, a project he said is done through regular maintenance.

<http://www.latimes.com/socal/daily-pilot/news/tn-dpt-me-jetblue-letter-20180419-story.html>

House votes against Rep. Rohrabacher's ideas for easing airplane noise in O.C.

The House of Representatives voted against Rep. Dana Rohrabacher's four proposed amendments to the Federal Aviation Administration's annual reauthorization bill that he said would have eased aircraft noise in Orange County.

House members voted 375-37 on Thursday in Washington against Rohrabacher's noise amendments that would have required airplanes to fly at the highest safe altitude possible within 20 minutes of approaching an airport and fly farther out over the ocean after takeoff before turning inland. Rohrabacher also called on the FAA to prioritize community concerns when implementing flight path alterations.

<http://www.latimes.com/socal/daily-pilot/news/tn-dpt-me-faa-amendments-20180427-story.html>

Update: San Diego Airport/FAA Next Gen/Metroplex noise

Culver City's Litigation Challenge to the FAA over Next Gen: Although the City of San Diego and La Jolla missed the opportunity to join a legal challenge to the FAA's Next Gen rollout, litigation is pending filed by Culver City (LAX), Santa Monica Canyon Civic Association and two individuals, including one Point Loma resident. The litigation challenges the FAA's failure to conduct a full Environmental Impact Report Study and Report (EIR) concerning Next Gen, instead using only an Environmental Assessment (EA) which was supported by a unilateral Finding of No Significant Impact (FONSI).

The Petitioner's opening brief was filed in the DC Circuit (the court that has exclusive jurisdiction over FAA matters) on March 16 making several compelling arguments including that the FAA used a noise modeling tool that it concedes was obsolete when used to support its

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FONSI. The FAA's brief will be filed on May 15. The Petitioner's reply brief will be filed on June 29 and the parties will file simultaneous summation briefs on July 20. Oral arguments will likely be held in late 2018 or early 2019 and a favorable decision by the court could work to La Jolla's advantage if the court decides that the FAA failed to adhere to federal law while implementing Next Gen. That, however, is a speculative result at this juncture, and it is at least equally plausible for the court to find that no significant error or prejudice occurred. We will report further as the litigation story unfolds.

<http://www.lajollalight.com/news/opinion/sd-cm-ljl-guest-commentary-20180502-story.html>

District of Columbia

Appeals court rules against D.C. residents in fight over noise from National Airport

A federal appeals court Tuesday ruled in favor of the Federal Aviation Administration in its three-year battle with D.C. residents over noise from Reagan National Airport, handing the agency a significant victory as it moves forward with efforts to modernize the nation's antiquated air traffic system.

https://www.washingtonpost.com/local/trafficandcommuting/appeals-court-rules-against-dc-residents-in-fight-over-noise-from-national-airport/2018/03/27/470c52e6-31df-11e8-8abc-22a366b72f2d_story.html?noredirect=on&utm_term=.ccfd6e45033a

D.C. Circuit Silences Airport-Noise Critics

This week's decision by the U.S. Court of Appeals for the District of Columbia Circuit in Citizens Association of Georgetown, et al. v. Federal Aviation Administration confirms that once the FAA issues a final Record of Decision, there is only a 60-day window to petition for review, and lack of actual notice will not extend that time.

The agency's public notice through newspaper publication and website mentions was sufficient even when the agency did not provide notice to relevant affected public officials.

Petitioners who did not learn of the agency's order allowing new departure routes from Reagan National Airport until long after the appeal period to challenge the order had run were not allowed to sustain a challenge based on the later publication of route maps.

Once the airplane leaves the gate, it's too late to try to get on board. And once the Federal Aviation Administration (FAA) issues a Record of Decision about new departure procedures, you

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have only a short time to petition for review. As a recent U.S. Court of Appeals for the District of Columbia Circuit decision¹ explains, people unhappy with the new departure routes from Ronald Reagan Washington National Airport may be justifiably upset with the lack of timely notice, but that will not bring the final agency action back to the gate.

<https://www.lexology.com/library/detail.aspx?g=4a9d8591-54c4-4cea-b3d3-8e3adf93e6bf>

After setback, group angry about DC airplane noise vows to continue fight

D.C. residents concerned about increased airplane noise around Reagan National Airport are vowing to continue their fight against the Federal Aviation Administration even after suffering a legal loss.

The D.C. groups said they aren’t backing down anytime soon.

“We can request rehearing from the panel that made the decision or we can request rehearing from the entire court,” Hinds said.

“Major changes in flight paths are supposed to be accompanied by public opportunity for comment, and we got none.”

<https://wtop.com/dc/2018/03/setback-group-angry-dc-airplane-noise-vows-continue-fight/>

Potomac Residents Look to County for Cutting Noise Levels from Reagan Airport Featured

While the County has previously considered a lawsuit against the Federal Aviation Administration, in this year’s budget it may consider a different approach – choosing to hire an outside aviation expert to help convince the FAA to change its flight patterns.

<http://www.thesentinel.com/mont/news/local/item/6709-potomac-residents-look-to-county-for-cutting-noise-levels-from-reagan-airport>

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Maryland

BWI's operator refutes Howard County's claim on airport noise data

In the latest salvo in the battle between Howard County and Baltimore Washington International Airport, the county's solicitor is challenging the airport's draft environmental assessment, published ahead of planned renovations, as "legally insufficient" and is calling for a full environmental impact study.

In responding, the Maryland Aviation Administration, which owns and operates BWI, told the Federal Aviation Administration that it would make no changes to its renovation plans.

The decision over what to do next now falls to the FAA. The federal agency will decide whether to approve of the airport's environmental assessment and allow an expansion project to move forward or to require further study of the project's environmental impact.

Much of the county's issue with the draft environmental assessment rests on the notion that the MAA relied on "non-representative and outdated data," with the vast majority of its noise data coming from before 2015. The MAA denies the claim, stating that aircraft operations were based on 2016 data and that runway utilization was calculated based on 2015 and 2016 data.

<http://www.baltimoresun.com/news/maryland/howard/columbia/ph-ho-cf-howard-bwi-comments-0412-story.html>

FAA offers proposed changes to lessen air traffic noise for residents near BWI-Marshall

The FAA presented proposals for changes or conceptual options. One proposal involves the addition of one nautical mile on Runway #10, which would allow aircraft to get higher quicker. Another concern was aircraft arrivals. For example, Runway No. 28 uses 63 percent of flights per year. But an FAA representative said, after reviewing that runway, there was nothing that could be done in terms of making changes. Each aircraft has a standard rate of climb depending on weight of the aircraft, balance and weather conditions.

FAA representatives said any changes must undergo a safety risk analysis and an environmental review. They said the earliest possible implementation for any changes would be late 2019, early 2020.

<http://www.wbaltv.com/article/faa-offers-proposed-changes-to-lessen-air-traffic-noise-for-residents-near-bwi-marshall/20056511>

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Massachusetts

Simple change could bring relief to those living with noise from Logan Airport

MIT professor John Hansman has been studying the Logan noise issue for Massport and the FAA. He said noise from an airplane flying overhead comes from the engine and from the aerodynamic flow around the plane.

Hansman says jet engines have gotten quieter in recent years which focuses his attention on the noise generated as a plane moves thru the air. "What we found is that if you slow down from 250 knots to 220 knots, for most airplanes, that is kind of the sweet spot where you get minimum of noise."

Massport has endorsed Hansman's plan to slow down departing planes, and is waiting for word from the FAA about implementing this change.

<https://www.fox25boston.com/news/simple-change-could-bring-relief-to-those-living-with-noise-from-logan-airport/721867926>

New York

Victory For East Hampton In Ongoing Airport Noise Battle

The Federal Aviation Administration supported the Town of East Hampton's right to use airport revenue to fund a legal defense after the adoption of local laws to reduce noise, the town said in a release. In a determination dated March 26, the FAA ruled that the town was within its rights and that using airport revenue to "litigate in court ... matters related to the operations of the airport, which includes addressing noise issues, real, perceived, justified or not, is not a violation" of grant assurance agreements with the FAA, the release said.

<https://patch.com/new-york/easthampton/victory-east-hampton-ongoing-airport-noise-battle>

Residents Step Up Pressure on County to Investigate Airport Noise

County Executive George Latimer pledged to investigate why aggravating noise levels have increased at Westchester County Airport after an explosion of complaints from residents in New Castle and communities in close proximity to the site.

<https://www.theexaminernews.com/residents-step-up-pressure-on-county-to-investigate-airport-noise/>

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Ohio

Cleveland Hopkins International Airport looks to boost noise monitoring

Hopkins International Airport wants new sound-monitoring equipment that will keep better tabs on noise from air traffic and how that noise effects surrounding areas.

http://www.cleveland.com/metro/index.ssf/2018/05/cleveland_hopkins_internationa_11.html

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What's happening around the world?

Australia

Airport noise drives curfew plea

Fed up Keilor residents are continuing to push for a solution to noise caused by planes at Melbourne Airport. The suburb lies just a few kilometres from one of the airport's runways and is directly under a flight path. There is no current airport curfew, which means residents are subjected to loud noise at all hours.

"We'd love the Environment Protection Authority to seriously study the impact of noise to people living in the affected areas and would hope they'd consider putting in a curfew," she said.

"Things like a curfew fall under federal government jurisdiction, so anything like that would come solely from them and not us."

<http://www.starweekly.com.au/news/airport-noise-drives-curfew-plea/>

Canada

Class action lawsuit to fight Montreal airport noise pollution gets go-ahead

A group of homeowners who live along the flight paths of Montreal's Trudeau International Airport say they're thrilled the class action lawsuit request they filed has been authorized to go forward.

The lawsuit targets the airport authority, the federal Ministry of Transport and Nav Canada, the company that runs Canada's civil air navigation service.

The lawsuit was filed on behalf of residents in as many as nine neighbourhoods who live along the airport's flight paths, including Saint-Laurent, Ahuntsic, Saint-Michel and Villaray.

According to airport authority Aéroports de Montréal, the highest noise level in 2015 was 63 decibels, recorded in Dorval.

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The World Health Organization states people should not be exposed to more than 55 decibels. The Canadian standard is 65 decibels.

The class action go-ahead, granted by Justice Chantal Tremblay, means the airport and the ministry must hand over information, including takeoff and landing practices as well as statistics on airplane noise.

<http://www.cbc.ca/news/canada/montreal/class-action-airplane-noise-1.4614458>

Europe

Warsaw’s Chopin Airport bans night flights in bid to cut noise

Warsaw’s Chopin Airport has banned take-offs and landings between 11:30pm and 5:30am after long-standing complaints of noise by families living close by.

The airport, the country’s largest, is the first in Poland to introduce such a “curfew.”

The ban on night landings and take-offs does not apply to military flights, crisis situations or delayed flights.

<http://www.thenews.pl/1/9/Artykul/355861,Warsaw%E2%80%99s-Chopin-Airport-bans-night-flights-in-bid-to-cut-noise>

Local Residents Sue Schiphol Over Failing Noise Management

People living around Schiphol are taking the airport to court. They want the court to force Schiphol to properly monitor noise pollution caused by air traffic, and for violations to be punished, a spokesperson for the Human Environment and Transport Inspectorate confirmed to NU.nl after reports in the Volkskrant.

According to the Inspectorate, currently violations are mainly monitored and recorded according to the new standards and enforcement system that was implemented in 2015. But at this stage, the airport is not penalized for violations. This is "the result of the application of the rules from the new system", which have not yet been formally laid down in the law, the spokesperson said to NU.nl.

<https://nltimes.nl/2018/04/03/local-residents-sue-schiphol-failing-noise-management>

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United Kingdom

Late night flights have been restricted at this major UK airport

BIRMINGHAM Airport will be limited by restrictions on late night flights to keep noise levels down for local residents from October onwards.

According to the Birmingham Post, the new proposals prevent an increase in the number of late night flights taking off between 11.30pm and 5am.

It also reduces the night noise limit from 85 decibels (dBA) to 83, although this may later drop to 81dBA.

<https://www.express.co.uk/travel/articles/942313/birmingham-airport-restriction-late-night-flights-solihull-council-reduce-noise>