

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

Vol. 5, Issue 1 – January 2018



In our neck of the woods

O'Hare Fly Quiet

New plan for nighttime O'Hare jet traffic distresses Elmhurst, Des Plaines

A new overnight runway rotation plan at O'Hare International Airport is headed for approval, but there's dissension among communities whose residents are seeking a good night's rest.

The rotation would end up putting flights on three parallel runways 74 percent of the time, which would direct noise over communities to the east and to the west like Wood Dale and Bensenville.

The remaining 26 percent of aircraft would depart or arrive on two smaller diagonal runways, which distressed leaders from Elmhurst and Des Plaines, which are in those paths. The plan was approved by an O'Hare Noise Compatibility Commission committee Friday.

Fly Quiet committee members from Bensenville, Harwood Heights, Niles, River Grove, Schaumburg, Schiller Park, and two Chicago wards voted for the 74 percent to 26 percent option.

The plan will get a final vote Dec. 8, then the Federal Aviation Administration will evaluate it, a process that could take a year.

<http://www.dailyherald.com/news/20171117/new-plan-for-nighttime-ohare-jet-traffic-distresses-elmhurst-des-plaines>

'Interim' Fly Quiet Plan On ONCC Radar

If the FAA agrees, that would trigger an environmental re-evaluation study, one step down from a full Environmental Impact Study. The "re-eval" would involve most of a year, allowing a lot of public comment opportunities. It might be finished soon enough to put the interim plan in place by next fall.

The "interim" is expected to be between late 2018 and November 2020, when final runways are completed.

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Harwood Heights Mayor Arlene Jezierny asked for as much relief for communities east and west of the airport by shifting traffic to diagonals. However, with residents from every ONCC use O’Hare Airport, the airport impacts all of them. She asked if they could all share.

Dan Dwyer, representing Fair Allocations in Runways, a non-voting member on the committee, warned against pitting the communities on the diagonals against the east-west parallel runways.

He urged adopting some “larger strategies” because, he added, this is why this whole process started. The airport does not stay static, with changes in technology, the airline industry and FAA flight and safety rules.

Cathy Dunlap (Chicago-41st Ward) said that, after earlier tests, some runway pairings had been discarded to avoid various hazards. That left five options for now, but only one after 15-33 is closed. She urged voting for what relief could be offered.

Cynthia Schultz from JDA, the aviation consultants for the Suburban O’Hare Commission, said, “What you’re doing here is monumental in managing the interim, because you are providing some relief.

“These programs have brought better relief... better performance than we anticipated.

“The interim has also been known to be an impossible period. This has made it a little less impossible. What you’re learning here, to apply for the long term, is invaluable.”

An ONCC bylaws committee, meanwhile, will be discussing a permanent standing Fly Quiet committee, to continue to discuss the performance of the program, during the Interim plan and afterwards.

<https://www.journal-topics.com/articles/interim-fly-quiet-plan-on-oncc-radar/>

Vote this week on Chicago O’Hare airport jet-noise plan

<http://wgntv.com/2017/12/04/vote-this-week-on-chicago-ohare-airport-jet-noise-plan/>

Vote coming for O’Hare Fly Quiet plan that could last two years

<http://www.chicagotribune.com/news/columnists/wisniewski/ct-met-ohare-fly-quiet-getting-around-20171203-story.html>

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O’Hare Interim Noise Plan Gets OK To Send To FAA

Voting against this plan were: Des Plaines, Park Ridge, Park Ridge-Niles School Dist. 64 and Maine High School Dist. 207, all of which were hit hard by diagonal night traffic during Test 3; Elmhurst, High School Dist. 205 (serving Elmhurst) and Downers Grove, impacted by departures at the other end of the diagonals; and South Barrington.

<https://www.journal-topics.com/articles/ohare-interim-noise-plan-gets-ok-to-send-to-faa>

Plan to Redistribute Runway Noise at O'Hare Approved

<https://www.nbcchicago.com/news/local/plan-to-redistribute-runway-noise-at-ohare-approved-462886603.html>

Plan to distribute O’Hare noise approved by local commission

<https://chicago.suntimes.com/chicago-politics/plan-to-distribute-ohare-noise-approved-by-local-commission/>

O'Hare 'Fly Quiet' plan advances — now it's up to federal officials to approve

<http://www.chicagotribune.com/news/local/breaking/ct-met-ohare-noise-commission-approves-fly-quiet-plan-20171208-story.html>

Western Access

There are questions about the future of western access to O’Hare. While some of the work has been done, western access was left out of plans for reconfiguring terminals 1 and 2. There are plans to continue the roadwork. The next segment would stretch from 390’s current eastern endpoint at Route 83 to O’Hare’s western edge. Then the plan calls for I-490, a beltway around the western side of O’Hare that would link up to the Jane Addams Memorial Tollway (I-90) to the north and the Tri-State Tollway (I-294) to the south.

Will I-390 ever be a ‘Road to Somewhere’?

It’s known ignominiously as the “Road to Nowhere.” Its first iteration went from Hanover Park to Itasca — the so-called Elgin-O’Hare Expressway that stretched 6 miles and never made it to either Elgin or O’Hare International Airport. Earlier this month, a second segment that heads east to Bensenville opened, and now the highway’s dubbed the Illinois Route 390 Tollway. Again, though, O’Hare remains vexingly out of reach.

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The Illinois Tollway would like to finish what it started and connect 390 to O’Hare to create a western access point to the airport. That access would become a vital conduit into the airport if and when the city builds a “western terminal,” an idea bandied about for years to solve O’Hare’s age-old problem of too many flight delays and not enough gates.

In 2018, the Tollway plans to spend \$375.9 million on more work for the western access project. The next segment would stretch from 390’s current eastern endpoint at Route 83 to O’Hare’s western edge. After that, plans call for I-490, a beltway around the western side of O’Hare that would link up to the Jane Addams Memorial Tollway (I-90) to the north and the Tri-State Tollway (I-294) to the south.

So the city and the airlines have opted to add gate capacity at the existing cluster of terminals rather than at the airport’s western edge. And as long as that’s the reality at O’Hare, the western access project should be marked with a “Dead-End Ahead” sign. In 2014, Elk Grove Village Mayor Craig Johnson, a current Tollway board member whose town has always backed western access, told the Tribune, “I am always hopeful that lightning strikes and they will build the western access terminal. But I am not going to hold my breath.” We won’t hold ours either.

http://digitaledition.chicagotribune.com/infinity/article_popover_share.aspx?guid=bae14e24-4f65-4158-bf68-35458c1bc5fc

The Elgin-O’Hare tollroad (I-390) will never enter O’Hare



I-390 route showing red as existing and green as expansion. Notice the lack of detail about how the highway is to enter the airport. (Ill. Dept. of Trans.)

<http://www.chicagonow.com/dennis-byrnes-barbershop/2017/11/the-elgin-ohare-tollroad-i-390-will-never-enter-ohare/>

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Window Problems Reported At Soundproofed Homes

<https://www.journal-topics.com/articles/window-problems-reported-at-soundproofed-homes/>

Aldermen advance proposals aimed at fixing noise-limiting windows near airports

A joint meeting of the finance and aviation committees approved a measure calling on the city to pay to replace faulty windows and doors even if the warranties for the products have elapsed, as well as one that would require the city Aviation Department to inspect at least 10 percent of the homes where residents say they’ve noticed the smell.

Aviation Commissioner Ginger Evans said her agency is already working to recoup money from the companies that installed the windows, though that attempt is complicated by the fact that some of them have gone out of business. Southwest Side Ald. Marty Quinn, 13th, said the ordinances are an effort to make certain that money for repairs is applied fairly, even to people with older windows in their houses.

<http://www.chicagotribune.com/news/local/politics/ct-met-ohare-midway-airport-windows-20171211-story.html>

Tests on smelly windows by Midway find no risks

Homeowners said they worried the vinyl windows might pose a health risk. But Amec Foster Wheeler Environment & Infrastructure, an industrial hygienist consulting firm hired by the city, tested for more than 200,000 compounds in the air and found no evidence that the windows had a significant impact on indoor air quality or raised health worries, the city and Amec said Friday.

“The bad news is, we didn’t find the source of the odors,” said Chris Everts, senior environmental engineer with Amec. “The good news is, we didn’t find any health concerns.”

The city has inspected about 600 homes so far and confirmed odors in 299 near Midway and 47 near O’Hare, said Erin O’Donnell, managing deputy aviation commissioner in charge of Midway. She said 60 homeowners so far have agreed to get their windows replaced, at a cost of between \$10,000 and \$15,000 per home.

http://digitaledition.chicagotribune.com/infinity/article_popover_share.aspx?guid=dbacc871-539b-48d4-b349-2eddfed8f4de

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Chicago Executive Airport draws crowd for hearing on soundproofing plan

<http://www.dailyherald.com/news/20171129/chicago-executive-airport-draws-crowd-for-hearing-on-soundproofing-plan>

Glenview Joins ONCC

<https://www.journal-topics.com/articles/glenview-joins-oncc/>

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In the United States

Feds' plan to handle airport noise goes back to square one

Buffeted by continuing noise complaints from people across the country who live near airports, federal officials said they might revert to using flight paths that spread arriving and departing flights across a broader area of the sky.

The change could provide much-needed relief locally for frustrated residents of Long Island, Brooklyn and Queens, who bear the brunt of the noise from operations at Kennedy International and LaGuardia airports. However, reaching a decision on the flight paths could take many more years, officials said, and would put planes back over areas that might have experienced less noise in recent years.

Either way, there won't be less noise — only a more equitable distribution of it, according to the Federal Aviation Administration, which is responsible for the nation's airspace.

<https://www.newsday.com/long-island/faa-noise-flight-paths-1.15309652>

Arizona

Phoenix, FAA Propose Plans to Lessen Aircraft Noise

The city of Phoenix and the Federal Aviation Administration have proposed a plan aimed at resolving a flap over noisy takeoffs and landings that followed changes in flight procedures at Phoenix Sky Harbor International Airport three years ago.

The sides filed a joint petition asking the U.S. Court of Appeals in Washington, DC, to give the go-ahead for the plan devised to lessen noise over neighborhoods without outright cancellation of the FAA's September 2014 changes to Sky Harbor's flight routes and procedures.

Under the plan, the FAA would reach out to residents while temporarily resuming the previous departure routes. In a second step, the FAA would develop satellite-based procedures for those original routes, seeking community feedback throughout the process.

A decision by the court earlier this year ruling in Phoenix's favor, "shows that the FAA has to pay much better attention to those affected" by airport noise, said attorney Terry Goddard,

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who represented a number of Phoenix neighborhoods in a legal challenge of the federal agency's decision. "Going forward in other cities, the FAA has to pay attention to people on the ground and take all parties into consideration."

<https://www.usnews.com/news/best-states/arizona/articles/2017-11-30/phoenix-faa-propose-plans-to-lesser-aircraft-noise>

California

Newport and FAA reach settlement to move John Wayne Airport departures closer to the bay

Newport Beach has reached a tentative settlement with the Federal Aviation Administration in the city's lawsuit over John Wayne Airport departure paths, the city announced Tuesday night.

Under the agreement, flight paths would stay between the existing noise monitors on the ground and along Newport Bay, and the FAA would design and study a curved departure procedure intended to allow planes to follow the bends of Upper Newport Bay and avoid as many residential areas as possible.

The agreement is subject to final approval of the FAA and the U.S. Department of Justice.

<http://www.latimes.com/socal/daily-pilot/news/tn-dpt-me-newport-faa-settlement-20180109-story.html>

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>

FAA to alter JWA airplane routes under tentative settlement after noise complaints from Newport Beach neighborhoods

<https://www.ocregister.com/2018/01/10/faa-to-alter-jwa-airplane-routes-under-tentative-settlement-after-noise-complaints-from-newport-beach-neighborhoods/>

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Airport Authority launches study to mitigate plane noise in La Jolla

As planes flying to and from San Diego Airport were rerouted to accommodate high winds on Dec. 7, the San Diego Regional Airport Authority met and voted to implement another set of changes: A plan it believes will mitigate some of the airplane noise that has plagued La Jollans for more than a year.

Known as a Part 150 Noise Compatibility Study Update (shorthanded to “The Part 150”), the plan would be implemented over the next two years, and hopefully, address most of the noise-reducing recommendations filed by the Airport Noise Advisory Committee (ANAC) sub-committee earlier this year.

Airport Planning & Noise Mitigation program manager Sjohnna Knack explained the sub-committee submitted 21 recommendations that ANAC broke into two groups: those that could be looked at quickly, had little technical involvement and minimal stakeholder analysis (Group A) and those that required more in-depth work (Group B).

Those in Group A include: curfew penalty increases; using curfew penalties in the community and noise mitigation efforts; making Federal Aviation Administration (FAA) communications available to the public; modifying ANAC membership to include representation from affected areas such as La Jolla, Bird Rock, Pacific Beach and Point Loma Heights; review alternative funding sources for the Quieter Homes Program; and revise the list of required information presented at ANAC meetings.

“It would be our encouragement to the FAA that, while they are participating in The Part 150, if there are procedures that are determined to be feasible, they take action on them right away and not wait until the completion of the study,” Knack said.

The remaining items are in Group B, she said, and are predominantly flight procedure and “significant noise data requests” that require technical analysis and stakeholder involvement. “In order to appropriately analyze these recommendations and get the necessary involvement — namely with the FAA — we must conduct a Part 150 Noise Compatibility Study Update. The Part 150 is the best way to initiate these changes.”

Knack added that the initial Part 150 Study was completed in 1988 and a full update was completed in 2011. “The airport was scheduled for another update in 2019, but we believe we should move this up and place a high priority on it now. As part of this study, the FAA requires that airport sponsors review methods to reduce noise, some of which are actually in the sub-committee recommendations,” Knack said.

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Federal funding could be available to pay for the study, which could cost up to \$1.8 million (\$500,000 of which is to expedite the study from four years to two years). However, the study typically only covers communities that experience noise at a measure of 65 decibels or more, which La Jolla does not. Because Knack recommends deviating from the norm to include communities like La Jolla, the typical federal grants may not be available.

<http://www.lajollalight.com/news/sd-airport-authority-launches-study-mitigate-plane-noise-20171213-htmlstory.html>

Tempers Rise as Planes Descend

For example, a medical doctor from Newport Beach has been sending to the FAA articles from medical journals that connect airport noise to serious health issues. Specifically, studies show that the psychological stress induced by airplane noise can lead to high blood pressure, heart disease, heart attacks and strokes.

Those health conditions are higher in people who live near flight paths and airports, according to the studies. Individuals who already have those diseases suffer more because the conditions progress more rapidly in those who live near an airport and flight paths.

The same doctor has submitted additional studies showing that children’s cognitive development can be impaired by airport noise — a concern that arises as planes descend directly above Rim of the World High School.

Two recent examples of letters to Huerta are printed below: one from a first-time correspondent, and one from a repeat writer. The letters have been edited for length and clarity.

Dec. 3, 2017

To Michael Huerta:

A few nights ago, I was traveling from “down-the-hill” back home up a winding section of Rim of the World Highway (State Highway 18), when I pulled into a turnout to listen to a special announcement on a radio show. This was also a perfect opportunity and vantage point from which to enjoy a spectacular sunset that was turning a scarlet color. I was at approximately 4,000 feet elevation.

From this vantage point, I noticed the first of a string of commercial jet aircraft virtually skimming Rim of the World Highway on their descent into Ontario International Airport. I was at

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what most of us consider to be the highway's most beautiful segment, both day and night, in terms of foliage and panoramic views. I was devastated.

The next morning around 5 a.m., I was reflecting on the horrible experience I had endured the evening before. Within a span of 20 minutes, two very loud jet aircraft spewed their way above my home and across our pristine 2.5-by 2.75-mile lake.

Michael, this is too much for our beautiful rural community to bear. It is absurd for us to endure this interruption in our peace and serenity when all that has to happen is for the FAA to abandon "EAGLZ-ONE" and direct incoming aircraft back to "ZIGGY6," which passes over our dump. Really.

Upon further reflection, it struck me that Rim of the World Highway is a Scenic Byway federally designated by — yes — the U.S. Department of Transportation's Federal Highway Administration. How can one body in your department destroy what another body in the same department has identified as worthy of preservation? It makes no sense at all.

Jim Price

A deeply concerned citizen

Dec. 18, 2017

To FAA and Legislative Members:

UPS 5x920 crossed over my house and our community this morning, as my clock read 5:18 a.m. I was awakened from a sound sleep due to the loud roar and thunder of a cargo aircraft crossing overhead.

Using playback on Planefinder.net, I found the aircraft and the altitude recorded at Highway 18 and Highway 173 to be only 7,550 feet mean sea level, confirming that the very low crossing of this aircraft was 1,770 feet above ground as it roared overhead.

This email is to register yet another complaint with the FAA over this type of aggravation in the sky. Nobody in Lake Arrowhead should be subjected to such harassment, disregard for human habitation and destruction of quality of life. This continuing nuisance must stop!

Moreover, the engine pollution from these cargo planes will accumulate and eventually pollute the drinking water of Lake Arrowhead, along with the air. The particulate matter is already

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noticeable to me because this is the first time in 20 years of living here that I actually find “black” filth on the window of my vehicle. Brown dirt is common, but black never before collected on our windows.

Further, I can smell the jet exhaust. Considering that my sense of smell is not that good, smelling the effluent is really surprising and disturbing.

My location is the same altitude/elevation as Rim of the World High School. The plane crossing is the intersection of Scenic Highway 18 (Rim of the World Drive) and Highway 173. The elevation is 5,780 feet, according to Google Earth. Again, this plane was only 1,770 feet above ground.

** * **

There is no reasonable justification for any cargo or passenger carrier to frighten and frustrate a community by crossing loudly over the roofs of homes at such a low altitude when other flight paths are available and suitable for use.

Please do something to stop the aircraft aggravation.

David Caine

Lake Arrowhead

http://www.mountain-news.com/news/article_9f8fd330-e5e9-11e7-bc6f-e7c89924b063.html

District of Columbia

In fight over jet noise, D.C. residents cheer a victory in Phoenix

Maryland Gov. Larry Hogan (R) cited the Phoenix ruling in directing state Attorney General Brian E. Frosh (D) to file suit against the FAA in September over redesigned flight paths at Baltimore-Washington International Marshall Airport. The state even hired one of the same law firms that won the Phoenix case, though it has yet to file suit.

Northwest D.C. residents who have pushed to change the flight path said they’ll cite the appeals court ruling as they prepare to argue their case before the same court next month.

https://www.washingtonpost.com/local/trafficandcommuting/in-fight-over-jet-noise-dc-residents-cheer-a-victory-in-phoenix/2017/12/29/ef03d838-df7e-11e7-8679-a9728984779c_story.html?utm_term=.700fda49df7b

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Georgia

Anti-noise activism is tepid around world’s busiest airport

When Chicago O’Hare International Airport held a series of hearings on noise and other issues, more than 2,200 people showed up.

At other airports from Florida to California, hundreds of angry residents show up at meetings to voice concerns about noise, and some are filing lawsuits.

But at the world’s busiest airport, no public meetings were held when the FAA changed its flight paths through its Atlanta Metroplex program. And a recent meeting on changes to airport-noise exposure maps drew a total of 11 residents.

For Atlanta, that’s not unusual. At Hartsfield-Jackson International Airport, public meetings on airport noise or expansion often draw relatively thin crowds and little interest.

Residents around Hartsfield-Jackson say people have lost hope that speaking up will make any difference.

<http://www.myajc.com/business/anti-noise-activism-tepid-around-world-busiest-airport/ONeBqPsBX9dVZWr6PI8jeO/>

Maryland

Mary Reese: FAA needs to take responsibility for airport noise

Annapolis resident Mary Reese is the District 30 representative on the D.C. Metroplex BWI Community Roundtable.

The FAA’s lack of accountability to the taxpayer results from decades of minimal oversight. This is one of only two executive agencies exempted from the Federal Acquisition Regulation, the policies that ensure competitive and transparent procurement so our tax dollars are spent wisely.

Additionally, the FAA is essentially the sole proprietor of our airspace. In that capacity, it is unchecked.

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I am not advocating privatization of our airspace, but the FAA needs to clearly recognize that it is accountable to the taxpayer before it answers to any other “stakeholder.”

We continue to work to have the FAA fix the issues it has created. Our state attorney general is preparing to file a lawsuit on our behalf.

Meanwhile, in the upcoming FAA Reauthorization Act, Congress can reassert the American public’s ownership over our national airspace and the taxpayer’s place as the agency’s primary stakeholder. Every effort should be made for it to do so. The alternative sets a dangerous precedent for future implementation of other large-scale infrastructure projects.

<http://www.capitalgazette.com/opinion/ac-ce-column-reese-20171220-story.html>

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What's happening around the world?

Canada

Pearson super hub airport urgent noise concern: Oakville mayor

Oakville Mayor Rob Burton is calling for additional measures to reduce aircraft noise, in response to the Greater Toronto Airports Authority's (GTAA) updated Five-Year Noise Management Plan.

"This is urgent," said Burton.

Burton, along with north Oakville Counc. Jeff Knoll (Ward 5), Allan Elgar and Roger Lapworth (Ward 4) and Tom Adams (Ward 6), who are members of the Mayor's Advisory Group (MAG) on aircraft traffic and noise, held a news conference at Oakville Town Hall Monday, Dec. 11, to voice their concerns.

Toronto Pearson is the second busiest airport in North America for international passengers and is poised to become even larger — with plans to become a super-hub airport.

There has been a flurry of reports, Knoll added, including the Independent Toronto Airspace Review by Helios Consulting, which was made public in November, and outlines a number of recommendations to mitigate noise.

Knoll said upon review of the GTAA's updated action plan, a number of measures, in combination, could reduce aircraft noise in Oakville.

These include: further restrictions in night time operations; implementing recommendations in the Helios noise mitigation report; retrofitting Air Canada's A 320 airbus planes to reduce noise; and; make Toronto Pearson's community environment and noise advisory committee (CENAC) a true advisory committee, with opportunities for direct input to the GTAA board.

<https://www.insidehalton.com/news-story/7993442-pearson-super-hub-airport-urgent-noise-concern-oakville-mayor/>

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Pearson airport launches five-year plan to reduce noise

<http://www.metronews.ca/news/toronto/2017/12/13/pearson-airport-launches-five-year-plan-to-reduce-noise.html>

Peterborough Airport changes flight paths due to noise complaints

Planes from Peterborough Airport are now flying 500-feet higher when taking off or landing from circuit patterns to help deal with noise complaints.

But a member of a new group made up of concerned residents and airport staff say they're having a hard time hearing the difference.

On Friday Dec. 22 the airport revealed changes to flight patterns for planes going in circuits in the area. Airport general manager Trent Gervais says the old patterns led to planes flying low over residential neighbourhoods which generated complaints.

"It caused an issue with some neighbours because of the way the circuit pattern is," he says.

The new pattern, which took effect during the summer, has planes flying 1,000 feet in the air before turning, which helps keep them away from residences.

<https://www.mykawartha.com/news-story/8021963-peterborough-airport-changes-flight-paths-due-to-noise-complaints/>

Garneau prods Air Canada to reduce noise on about 100 Airbus passenger planes

Transport Minister Marc Garneau has formally asked Air Canada to retrofit about 100 Airbus passenger planes to eliminate a loud whistling noise under the wings that has led to noise complaints from residents near Toronto, Montreal and Vancouver airports.

The notoriously noisy A320 family of aircraft make up about 20 per cent of traffic at Toronto's Pearson International Airport, which recently announced plans to offer incentives for airlines to use quieter planes.

Mr. Garneau said Airbus manufactures an affordable air-flow deflector known as a "vortex generator" that can be mounted upstream of the fuel-over-pressure protector cavities under the wings that cause the whistling noise. A federal official said the retrofits would cost \$7,000 to \$25,000 per aircraft, depending on the age of the A320.

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"This retrofit will be positively received by airports and communities across Canada, including those near Aeroports de Montreal and Toronto Lester B. Pearson International Airport," Mr. Garneau wrote. "This retrofit would lead to a tangible impact on noise, with potential reductions of 5 to 11 decibels for A320 Aircraft."

At the moment, Mr. Garneau is not ordering Air Canada to do the retrofits, but expects the airline to do so voluntarily.

If the airline does not make the noise changes, Mr. Garneau could issue a direct order or the government could press all the airports to use financial incentives such as landing and take-off fees to encourage Air Canada to operate quieter aircraft.

<https://www.theglobeandmail.com/news/politics/garneau-prods-air-canada-to-reduce-noise-on-about-100-airbus-passenger-planes/article37447578/?cmpid=rss1>

Europe

How many people die from air or noise pollution?

Recent studies say a number of people have been killed by air pollutants or even noise. Epidemiologists say such figures can be used to calculate environmental risks, but statisticians object.

<http://www.dw.com/en/how-many-people-die-from-air-or-noise-pollution/a-41959975>

India

NGT calls for curbing noise pollution at Delhi Airport

In a series of steps to curb noise pollution at the IGI airport here, the National Green Tribunal today directed the Ministry of Civil Aviation Ministry to ensure 'judgement based' use of reverse thrust by aircraft, building of sound barriers and erection of a green belt around the airport's boundary wall.

Thrust reversal, also called reverse thrust, is the temporary diversion of an aircraft engine's exhaust so that it is directed forward, rather than backwards, to reduce speed and noise.

<https://economictimes.indiatimes.com/news/politics-and-nation/ngt-calls-for-curbing-noise-pollution-at-delhi-airport/articleshow/61782983.cms>

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Air India cleanest and least noise polluting out of Heathrow Airport

New Delhi may be struggling to control pollution but its national carrier Air India has become the cleanest and least noise polluting airline among airlines operating out of Heathrow Airport.

A survey conducted by Heathrow Airport shows that Air India, which operates Boeing 787 Dreamliners between India and Heathrow, topped of the list of 10 cleanest and quietest airlines. British Airways (short haul) was at fourth on the list, whereas, Emirates was at ninth. Reportedly, the national carrier moved up 41 places since the first league table earlier in the year.

<https://economictimes.indiatimes.com/industry/transportation/airlines/-aviation/air-india-cleanest-and-least-noise-polluting-out-of-heathrow-airport/articleshow/61869614.cms>

United Kingdom

Heathrow increases environmental charges by 7 per cent

In a bid to incentivise airlines to use cleaner and quieter aircraft, Heathrow Airport has increased its environmental charges by 7 per cent.

The new regime was put in place on January 1 in order to make the airport cleaner and quieter for local communities.

It forms part of the European hub’s sustainability strategy, Heathrow 2.0, which sets targets for sustainability in aviation. These include a goal to make growth from the proposed runway at Heathrow carbon neutral.

The strategy also proposes establishing an airside ultra-low emission zone by 2025, to improve quality of life of local communities through cleaner air.

Heathrow’s CEO John Holland-Kaye said: “Heathrow is determined to reduce the airport’s environmental impacts.

“Increasing our environmental charges to incentivise airlines to bring their cleanest, quietest aircraft to Heathrow is the best way to cut emissions and shrink the noise footprint around the airport. It is a tangible step that will make a real difference to local communities.”

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

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The airport has said that with new public transport like Crossrail, HS2 and rail links to the west and south on the horizon – the way people travel to Heathrow is also set to be transformed, helping the airport to reach its goal of 50 per cent of passengers travelling by sustainable transport by 2030.

Heathrow has also recently made a significant investment in electric vehicles and charging points at the airport as well as unveiling a new scheme to encourage colleagues to purchase low-emission vehicles. All of these measures combined will help the airport tackle emissions at the airport.

Environmental concerns form part of the backlash to the proposed third runway. Critics have warned that the build and the increase in traffic that it would bring could potentially have a negative impact on air quality and noise levels in the local area.

In November, the annual noise contour report written by the Civil Aviation Authority and commissioned by Heathrow indicated that 52,000 fewer households were impacted by noise than in 2006.

<https://www.internationalairportreview.com/news/63721/heathrow-environmental-charges/>