

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

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In our neck of the woods

New round of FAA airport funds includes \$93 million to Chicago O'Hare

O'Hare's funds are earmarked for the construction of runway 10C/28C—which has already been built and opened in October 2013—and runway 9C/27C that is currently under construction, as well as reconstruction of the airport apron, construction of a taxiway and the implementation of noise mitigation measures for nearby residences within 65-69 DNL (day-night average sound level) as part of the Residential Sound Insulation Program (RSIP).

<http://atwonline.com/airports-routes/new-round-faa-airport-funds-includes-93-million-chicago-o-hare>

Niles Resolution Calls For FAA To Complete 2015 DNL Study

Niles village trustees are expected to approve a **resolution calling on the Federal Aviation Administration to complete a 2015 study looking at metrics used to measure O'Hare Airport noise impacts on local communities** at tonight's (Tuesday) village board meeting.

Communities within an established sound corridor, with a day and night average decibel level of 65 or greater, qualify for federal noise mitigation funds to soundproof schools and homes. The 65 DNL was established nationwide in 1981, according to the FAA.

The current 65 DNL sound corridor comes closest to Niles at Belle Plaine Avenue east of Dee Road in Park Ridge. Niles officials argue **the village is impacted by departing aircraft taking off on eastbound runways circling back over Niles as they take headings for destinations west or north or Chicago.** Niles is affected to a lesser extent by air traffic taking off in a westbound direction, circling back east.

The O'Hare Airport sound corridor is based on what noise impacts are expected to be, after runway extensions and configurations part of the O'Hare Modernization Program are complete. **Former Niles Village Attorney Joe Annunzio, who represents the village on the O'Hare Noise Compatibility Commission, said the airport modernization project is not expected to be complete until at least year 2020, after which another study of the noise corridor would take place.**

<https://www.journal-topics.com/articles/niles-resolution-calls-for-faa-to-complete-2015-dnl-study/>

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City Discusses Options For Noise Relief Support

Park Ridge OAC Chairman Jim Argionis said it is unfair for all the other committees in ONCC to be open to any ONCC members except this one. **Park Ridge will continue to lobby for the membership to be open to other ONCC members.**

OAC member Al Rapp said attention should be paid to the effects of extra traffic in the shoulder hours (10 p.m. to midnight and 5 to 7 a.m.) when Fly Quiet protocols are supposed to be in place. Exceptions are made for late night delays or early morning cross-country flights. In his part of Park Ridge, Rapp said, that can translate to a lot of daily early morning traffic overhead every day.

At the northeast corner of the airport, planes departing eventually west, aim east and north over the same areas of Park Ridge which inherit the east-west arrivals a few hours later. OAC member Ernie Kosower, who has been tracking those north and west turns over Park Ridge, attended the Thursday, July 19 ONCC Fly Quiet meeting on Park Ridge’s behalf.

Other **topics of interest for future research** included **rules that apply to limiting flights at night at other world airports, related lawsuits and the environmental impacts of flights below and within the O’Hare airspace.** They would like better information on possible air corridors over expressways or forest preserves where flights could be aimed.

<https://www.journal-topics.com/articles/city-discusses-options-for-noise-relief-support/>

Will O’Hare growth, rail line plans go on?

Mayor Rahm Emanuel’s announcement Tuesday that he won’t seek re-election means his massive O’Hare International Airport expansion plan, and a proposed underground high-speed rail line into the airport, won’t come to fruition under his watch.

Strong airline support means the \$8.7 billion terminal expansion project will likely go ahead, regardless of who is mayor, though most of the borrowing still has to be approved by the City Council. But **Emanuel’s departure next year calls into question the future of the more controversial rail project proposed by billionaire entrepreneur Elon Musk, said DePaul University transportation expert Joseph Schwieterman.**

http://digitaledition.chicagotribune.com/infinity/article_share.aspx?guid=50dffdd-4305-43b6-b694-b27412568062

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O'Hare Fly Quiet

New Questions, Challenges In Future O'Hare Night Flights

There's a **complicated balancing act related to the Fly Quiet night time flight patterns** under discussion at the O'Hare Noise Compatibility Commission's newest standing committee.

- **Default Plan created before 2005 vs. Interim Fly Quiet Plan, under review.**
- **Two sorts of departure patterns: vector headings (fanning out) and performance-based navigation (PBA) (follow same track).**
- **Number of runways in use at night affects number of towers needed (and staffing).**

<https://www.journal-topics.com/articles/new-questions-challenges-in-future-ohare-night-flights/>

Window Odors

Some sound-reducing windows installed in homes near the city's airports may smell like burning plastic, but they are not unhealthy, according to the Chicago Department of Aviation.

Experts also determined that **the main source of the odors is the polyvinyl chloride-coated screens, combined with high temperatures**, the city said. **The city is recommending that homeowners experiencing odors remove the screens until it can come up with a more permanent solution to be implemented this fall.**

CDA plans to develop a mitigation solution for the fall for homes experiencing the odors after airport soundproofing.

Testing of odors produced by noise-reducing windows near airports finds no health risks, city says

<http://www.chicagotribune.com/news/ct-biz-smelly-windows-airports-20180726-story.html>

Smells Tracked To PVC Screens In Midway Soundproofing

<https://www.journal-topics.com/articles/smells-tracked-to-pvc-screens-in-midway-soundproofing/>

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In the United States

U.S. Senate Has Chance On FAA Bill To Help Ease Noise

Bill S-1405 is an opportunity to include language to protect communities impacted by aviation noise and emissions. Senators Cardin and Van Hollen are proposing language which includes four amendments:

- **The Noise Dispersion amendment** would require **dispersion of flights, flying at higher altitudes, researching and implementing ways to improve safety in crowded airspace.**
- **The 21st Century Noise Measuring amendment** would require **updated noise measuring and assessment methods – including accounting for actual noise on the ground, rather than computer “modeled” noise.**
- “Subtitle E” includes most of the House amendments from April.
- **The “Cumulative Impacts” amendment** would **require the FAA to calculate noise on a cumulative basis, rather than using an average, a single event, or per flight basis.**

<https://www.journal-topics.com/articles/u-s-senate-has-chance-on-faa-bill-to-help-ease-noise/>

AirNoise Button

The Airnoise Button was created last year by Chris McCann, a 51-year-old former U.S. Air Force test pilot and computer programmer in La Jolla, Calif. Mr. McCann developed software that he linked to an Amazon product called the AWS IoT Button (or Amazon Web Services Internet-of-Things Button), which is programmable for a variety of uses.

A click activates Mr. McCann’s software, which he says **identifies the airplane causing the offending roar by pulling from a network of broadcast airplane satellite signals.** His system **then automatically fills in the appropriate complaint form with the correct regional airport authority.**

Mr. McCann charges \$24 to customize the Button for each customer and mail it to them, and \$5 a month to maintain service; he also offers a free, but more limited online system, sans Button.

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Airplane Noise Complaints Are Skyrocketing: ‘I Start Pushing That Button at 6:33 a.m.’

<https://www.wsj.com/articles/airplane-noise-complaints-are-skyrocketing-i-start-pushing-that-button-at-6-33-a-m-1535121271?mod=searchresults&page=1&pos=1>

New Invention Allows Users to File Airplane Noise Complaints With Click of Button

<https://www.nbcsandiego.com/news/local/New-Invention-Allows-Users-to-File-Airplane-Noise-Complaints-With-Click-of-Button-491848271.html>

Battle against aircraft noise takes off with the click of a button

<http://www.sandiegouniontribune.com/news/columnists/diane-bell/sd-me-bell-20180906-story.html>

Screenshot for complaints filed automatically by Chicago residents the evening of Monday, September 17. A total of 326 complaint have been filed via Airnoise against ORD in the last 24 hours.

Complaints for KORD

Date/Time	Airport	User	Type	Callsign	Registration	Operation	Dist (mi) / Alt (ft)	Verified	Source
September 17, 2018 22:51	KORD		Commercial	UPS605	N325UP	Departure	0.84 / 6200	✓	
September 17, 2018 22:44	KORD		Commercial	LOT4	SP-LSC	Departure	1.2 / 3425	✓	
September 17, 2018 22:42	KORD		Commercial	UAE9988	LX-GCL	Departure	3.47 / 3225	✓	
September 17, 2018 22:30	KORD		Commercial	AAL1582	N937NN	Departure	1.76 / 3000	✓	
September 17, 2018 22:29	KORD		Commercial	ENY3533		Departure	6.39 / 4400	✓	
September 17, 2018 22:28	KORD		Commercial	SAS944	OY-KBA	Departure	0.4 / 2525	✓	
September 17, 2018 22:24	KORD		Commercial	SKW3299	N778SK	Departure	1.02 / 7400	✓	
September 17, 2018 22:16	KORD		Commercial	AAL2573	N983TW	Departure	1.32 / 8745	✓	
September 17, 2018 22:14	KORD		Commercial	SKW3088	N748SK	Departure	0.88 / 6640	✓	
September 17, 2018 22:13	KORD		Commercial	AAL848	N180US	Departure	1.4 / 6301	✓	
September 17, 2018 22:11	KORD		Commercial	AAL2786	N160AN	Departure	2.5 / 3000	✓	
September 17, 2018 21:59	KORD		Commercial	THY6	TC-LJK	Departure	3.61 / 4450	✓	
September 17, 2018 21:57	KORD		Commercial	AAL1251	N961NN	Departure	0.48 / 7450	✓	
September 17, 2018 21:55	KORD		Commercial	AAL2485	N950AN	Departure	0.21 / 6375	✓	
September 17, 2018 21:50	KORD		Commercial	AWI3788	N468AW	Departure	3.89 / 4899	✓	
September 17, 2018 21:47	KORD		Commercial	NKS992	N604NK	Departure	4.46 / 6675	✓	
September 17, 2018 21:46	KORD		Commercial	UAL1816	N78438	Departure	0.46 / 5950	✓	
September 17, 2018 21:43	KORD		Commercial	UAL2170	N496UA	Departure	0.63 / 6575	✓	
September 17, 2018 21:41	KORD		Commercial	UAL2170	N496UA	Departure	0.24 / 3775	✓	
September 17, 2018 21:35	KORD		Commercial	NRS7152	G-CKWC	Departure	0.58 / 2925	✓	

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California

Airport called on to silence ‘unrelenting’ airplane noise

In response to relentless complaints from residents over noise from airplanes taking off from **San Francisco International Airport, Supervisor Ahsha Safai is now calling for flight pattern changes.**

He requested a hearing Tuesday at the Board of Supervisor to address what he said was more than eight years of noise complaints stemming from new flight patterns at SFO impacting those living in San Francisco’s southern neighborhoods, like the Excelsior, Outer Mission, Portola and Bayview-Hunters Point.

“We have been hearing from residents of a need to address two issues which were not covered by the original Noise Insulation Program,” Yakel said.

Those two issues include repair or replacement of noise insulation that has failed due to normal wear and tear, and properties that were not insulated “because owners failed to respond, or declined participation and subsequently wish to receive insulation.”

<http://www.sfexaminer.com/safai-wants-sfo-silence-unrelenting-airplane-noise/>

Jet Noise Outrage Over New Burbank Airport Flight Paths

More than 1,900 residents have **signed a petition against an FAA plan to allow more passenger flights from Hollywood Burbank Airport over several San Fernando Valley communities, it was reported Friday.**

The group, called **Studio City for Quiet Skies**, launched the petition in response to Federal Aviation Administration plans to move departing flights on a trajectory farther south over Studio City, Sherman Oaks and Encino, the Los Angeles Daily News reported. The petition was on the online site Change.org.

<https://mynews1a.com/government/2018/09/14/jet-noise-outrage-over-new-burbank-airport-flight-paths/>

FAA plan to re-route Burbank Airport planes over Studio City, Sherman Oaks, Encino hits turbulence in online petition

A spokesman for the FAA said in a statement that the federal agency “is proposing to update two existing routes for aircraft that depart off Runway 15 at Hollywood Burbank Airport. The

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purpose of the updates is to keep Burbank Runway 15 departures better separated from LAX arrivals to the south and from aircraft that are arriving to Burbank's Runway 8."

The FAA is conducting an environmental review for the proposed route updates and "has not made a final decision on implementing them," the agency said in the statement. But the revised flight paths had initially been reported as taking effect in November.

In 2009, the FAA rejected a plan for a mandatory curfew on aircraft after the Burbank-Glendale-Pasadena Airport Authority had submitted a nine-year, \$7 million study. But despite the study's finding that such a curfew would have produced about \$9 million in public benefits from, among other things, higher home values, the **FAA said the curfew would be bad for commerce.**

<https://www.dailynews.com/2018/09/14/faa-plan-to-re-route-burbank-airport-planes-over-studio-city-sherman-oaks-encino-hits-turbulence-in-online-petition/>

District of Columbia

D.C. residents suffer major setback in fight over plane noise from National Airport

A group of Washington residents is considering whether they will take their fight over airplane noise to the U.S. Supreme Court, after a federal appeals court rejected their request for a rehearing.

In March, a three-judge panel of the U.S. Court of Appeals for the District of Columbia Circuit found in favor of the Federal Aviation Administration in the long-standing battle over noise from flights at Reagan National Airport, ruling that **the neighborhood groups missed the deadline for filing their complaint.** The groups sought a rehearing before the full court, but their request was denied last month.

https://www.washingtonpost.com/news/dr-gridlock/wp/2018/08/09/d-c-residents-suffer-major-setback-in-fight-over-plane-noise-from-national-airport/?noredirect=on&utm_term=.9d064ce5f7f3

Airplane pain: DC region fights the FAA

In June, Attorney General Brian Frosh filed a federal lawsuit in the U.S. Court of Appeals for the District of Columbia Circuit, hoping to get the FAA to reconsider its new flight patterns around Reagan National and BWI Marshall.

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A similar lawsuit, from a coalition of Northwest D.C. neighborhoods regarding Reagan National flight patterns, was rejected by the same court this year on the grounds that the residents waited too long to file their complaint.

<https://wtop.com/local/2018/08/airplane-pain-dc-region-fights-the-faa/>

Residents near BWI, Reagan National pushing for legal action over plane noise from FAA's NextGen

Petitions for both Reagan National and BWI airports against the FAA have been filed by the Maryland attorney general.

<http://www.fox5dc.com/news/local-news/residents-near-bwi-reagan-national-pushing-for-legal-action-over-plane-noise-from-faa-s-nextgen>

Maryland

Howard County petitions FAA to reduce flight noise at BWI

The debate over flight patterns at BWI Marshall Airport continued Wednesday, with **Howard County petitioning the Federal Aviation Administration to take immediate action to reduce noise in the area.**

In the petition, Howard County argues that the **FAA violated the National Environmental Policy Act, the National Historic Preservation Act, portions of the Department of Transportation Act and FAA policy in implementing new routes under the “NextGen” GPS-based system in 2014.** The new system came with navigation procedures that resulted in lower flight paths.

The petition comes just days after the FAA pulled out from a community roundtable created to discuss the issue of noise created by the NextGen system. In a statement, the agency cited “pending litigation” as the reason they couldn’t continue the talks.

<http://www.baltimoresun.com/news/maryland/howard/bs-md-hoco-faa-nextgen-20180718-story.html>

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New York

Airplanes Flying Over Your House Might Be Taking a Toll on Your Health

Residents of Queens, New York live in the shadow of LaGuardia Airport, one of the busiest in America. The incessant noise of traveling planes has become a fact of life, but recent shifts in flight paths has made the din even worse for some people. It’s become so bad that, as a new study reveals, the noise is leading to pronounced health effects for the people living beneath those highways in the sky.

Lead researcher Zafar Zafari, Ph.D., of the University of Maryland School of Pharmacy and a team from Columbia University’s Mailman School of Public Health had noticed a change in the way flights from Queens’ LaGuardia airport left the runway and saw a chance to investigate its health effects. The new study, published in The International Journal of Environmental Research and Public Health, describe the results of their investigation, **showing the effect that new flight pathways are having on levels of anxiety and cardiovascular disease in people who are directly exposed to the noise.**

It was the change in flight patterns that made the study possible. Historically, flights leaving LaGuardia flew directly over Arthur Ashe Stadium in Flushing, Queens, where the US Open is held every August. But because the noise was deafening for both players and spectators, flight planners created a new route, called the **“TNNIS Climb,” which redirected planes from their paths over the stadium toward residential neighborhoods.** In 2012, LaGuardia Airport transitioned TNNIS into year-round use in an attempt to cut delay times and reduce costs. As the study shows, costs weren’t reduced — in fact, they were augmented. Zafari tells Inverse that his team’s models showed that transitioning to the year-round use of TNNIS **had far more health costs than economic benefits.**

<https://www.inverse.com/article/48132-airport-noise-health-risks-anxiety>

Queens congresswoman calls on feds to eliminate noisy LaGuardia Airport flight pattern

It’s time for the federal government to serve up a solution to loud takeoffs from LaGuardia Airport, according to **Queens Congresswoman Grace Meng.**

Earlier this month, Meng wrote to the U.S. Transportation Secretary Elaine Chao, asking her to **eliminate the TNNIS Climb flight pattern,** with flights operating on LGA Runway 13 from 6 a.m. to noon and again from 6 p.m. to midnight.

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The year-round use of the TNNIS Climb was brought about by the Federal Aviation Administration (FAA) in 2012 due to the implementation of NextGen in New York City. Before then, the flight pattern was only used during the U.S. Open.

<https://qns.com/story/2018/09/17/queens-congresswoman-calls-feds-eliminate-noisy-laguardia-airport-flight-pattern/>

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What's happening around the world?

Europe

Zurich airport to limit night-time flight traffic

Federal aviation authorities have decided to limit the number of time slots for planes at Switzerland's main airport in Zurich.

The Federal Office of Civil Aviation said it has ordered a freeze on landings after 9pm and for take-offs after 10:20pm to reduce the noise for residents living near the airport.

The operators of the airport said they regretted the decision. They warned that such restrictions would limit the possibilities for further development of the airport, notably as a hub for intercontinental flights and connections to other European destinations.

The decision is subject to appeal.

https://www.swissinfo.ch/eng/airport-noise_zurich-airport-to-limit-night-time-flight-traffic/44279328

Virtual sensors to help airports keep the noise down

Earlier this year, Air Austral implemented Safety Line's OptiClimb solution on all aircraft in its fleet, using analytics to cut fuel usage.

Safety Line is now applying a similarly data-driven approach to making airport operations safer, more efficient and environmentally friendly, and quieter – with its AirsideWatch tool.

Noise emissions are clearly a big issue for airports to monitor.

Chazelle said: **"You will have noise sensors on the ground, but you can only have so many. What we're going to develop is basically virtual noise sensors, so we'll be able to – based on trajectories – model virtual noise sensors that will tell you what noise you would be hearing at which point, based on the actual trajectories overflying that point."**

Safety Line has also launched an aviation data platform, SkyBlocks.

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SkyBlocks is fed by different sources of data, including ground radar data and weather inputs from AirsideWatch; flight data and weather forecasts from OptiClimb; and data from FlightScanner, a big data safety analysis solution enabling the identification of correlations between safety incidents, such as long landings or hard landings, and the non-obvious flight parameters associated with them.

<https://www.wearefinn.com/topics/posts/virtual-sensors-to-help-airports-keep-the-noise-down/>

United Kingdom

Gatwick reduces noise footprint despite rise in aircraft numbers

Gatwick has managed to reduce the number of people and area affected by noise despite an increasing number of aircraft using the airport.

The reduction in the airport’s ‘noise footprint’ of 3% in 2017 over 2016 comes after a Noise Management Board (NMB) was established two years ago to modify Airbus A320 aircraft.

This has helped reduce the noise contour around the airport according to an annual independent analysis by the Civil Aviation Authority.

The 3% reduction in noise has been achieved despite the number of aircraft increasing by 1% over the same period.

<http://www.travelweekly.co.uk/articles/308479/gatwick-reduces-noise-footprint-despite-rise-in-aircraft-numbers>

Yorkshire’s Cirrus Environmental Noise Monitoring Technology Takes Off At Edinburgh Airport

Yorkshire-based Cirrus Environmental has teamed up with airport noise specialists Casper to launch a new state of the art system which provides real-time information on flights and noise at Edinburgh Airport.

The project centres around **Casper Noiselab, a new noise and track monitoring system that increases the transparency around noise tracking analysis.** It connects seamlessly with the

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Cirrus’ fixed Galactus Integration Noise Monitor as well as its mobile sound level monitors to provide comprehensive and responsive coverage across the local area.

The real time data is used and communicated to the local communities via the Casper Noiselab System that not only improves the analysis, but also helps streamline the processing of complaints, allowing the airport to respond quickly to community concerns.

<https://www.businessupnorth.co.uk/yorkshires-cirrus-environmental-noise-monitoring-technology-takes-off-at-edinburgh-airport/>