

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

Vol. 5, Issue 5 – November 2018



In our neck of the woods

O'Hare improves but still ranks near bottom in airport customer satisfaction study

O'Hare International Airport has improved but still ranks near the bottom in passenger satisfaction among the nation's largest airports, placing 17th out of 19, according to a study released Wednesday.

O'Hare's performance should improve more when the city completes a planned 8-year, \$8.7 billion expansion, Taylor said. He said the airport's current terminal design is outdated, and that newer airports have broader hallways that make passengers feel less crowded.

http://digitaledition.chicagotribune.com/infinity/article_share.aspx?guid=1f88d672-a1e5-4877-b199-adb0fb08ea0a

Quigley addresses jet noise

U.S. Congressman Mike Quigley (D-5) addressed concerns about jet noise and other issues at the Oct. 18 meeting of Jefferson Park Forward.

"I don't think you will ever get an airport the size of O'Hare not to fly during (overnight) hours," Quigley said. "You'll never get away from some cargo (flights)."

Quigley said that overnight flights should fly routes that take them over expressways and forest preserves.

Quigley said that he would like the House Appropriations Committee, which votes on federal funding allocations, to use more of its influence to bring about policy changes from the Federal Aviation Administration.

<http://nadignewspapers.com/2018/11/10/quigley-addresses-jet-noise/>

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

Vol. 5, Issue 5 – November 2018

Fly Quiet

Extra Runway Work Joins O'Hare Construction For 2019

The O'Hare Noise Compatibility Commission leaders admitted Friday (Oct. 5) they had had been caught off guard in late September when plans for work on an existing runway were scheduled that will significantly shut down their overnight noise rotation plans next year.

It is no longer certain that all or any of the rotation runways can be expected to be used.

The closing of northwest-southeast runway 15-33 in March, had pluses and minuses.

<https://www.journal-topics.com/articles/extra-runway-work-joins-ohare-construction-for-2019/>

Who gets night noise? Debate on runways resuming

Traditionally, O'Hare's Fly Quiet program uses a limited number of runways for overnight arrivals and departures. By the end of 2021, however, at least eight runways should be available to be slotted into a weekly nighttime rotation.

"I for one think we should contemplate using all the runways the FAA will make available to us. It's the best way to optimize the rotation," Schaumburg Transportation Director Karyn Robles said Thursday at the O'Hare Noise Compatibility Commission's Fly Quiet committee meeting.

But without knowing what disturbances the new runway will cause, "I'm conflicted about what it means for residents," commission member Cathy Dunlap of Chicago said. "It's not an automatic for me."

Another complexity is the fact pilots can opt out of using runways scheduled for nighttime rotation. This happened during test rotations in 2017 and 2016 when O'Hare's longest runway, stretching 13,000 feet, was often preferred for takeoffs by international cargo jets, creating a din over suburbs like Wood Dale. The fact the new and extended runways on the north airfield will be longer than 11,000 feet and are convenient to cargo areas could solve that problem, experts said Thursday.

<https://www.dailyherald.com/news/20181018/who-gets-night-noise-debate-on-runways-resuming>

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

Vol. 5, Issue 5 – November 2018

Construction At O'Hare Focuses On Runway 9C-27C

The city split the big project into four smaller construction packages.

The "east" package, which started in July 2016, is being finished this month with lighting installation.

Construction of the runway had to be coordinated with work on various runways and taxiways, some short term and some long term. It can service the Northwest Cargo area and provide links when work is done on the other end.

The next segment, called "Package 1" has been underway since May 2017 and is expected to finish in late December.

It will connect to the north and south and to Runway 9L later. The airport built temporary and permanent pavements, installed airfield lighting, plus utility infrastructure, concrete, signage and graded drainage across the middle and far west ends of the runway corridor.

Ductwork is being added to power the electrical and navigation systems.

"Package 2" focuses on the far western end. While it involves new airfield pavements, lighting and signage, it also involves demolition of existing structures and installing new underground utilities, grading and drainage.

<https://www.journal-topics.com/articles/construction-at-ohare-focuses-on-runway-9c-27c/>

Third Airport

IL: Pritzker Open to Building South Suburban Airport, Rauner Not

Democrat J.B. Pritzker is open to building the long-planned, controversial "third" Chicagoland airport on state-owned land between Peotone and Beecher. Republican Gov. Bruce Rauner is not.

Pritzker needed more than one word to answer. He said, "Well, we need to make sure we're not taking jobs away from the other two major airports, (O'Hare and Midway) but in light of that ... I really believe that we should look seriously at building that third airport."

Rockford's airport has grown significantly in the years since then, with the active financial support of the FAA, and the political clout of U.S. Sen. Dick Durbin, D-Springfield, former U.S.

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

Vol. 5, Issue 5 – November 2018

Rep. Don Manzullo, R-Egan, current U.S. Rep. Cheri Bustos, D-East Moline, U.S. Rep. Adam Kinzinger, R-Channahon and U.S. Sen. Tammy Duckworth, D-Hoffman Estates.

Businesses at RFD added 1,000 jobs in 2017 and will add 1,000 jobs this year as freight operations continue to expand at both UPS and the companies that are handling Amazon flights. AAR's jet repair hub continues to ramp up business, and an expanded passenger terminal makes it possible to add more passenger flights. And there's plenty of acreage for future building expansions.

<https://www.aviationpros.com/news/12431099/chuck-sweeny-pritzker-open-to-building-south-suburban-airport-rauner-not>

Chicago mayoral candidate targets Gary airport funding over deportations

Gary Mayor Karen Freeman-Wilson on Monday labeled Chicago mayoral candidate Gery Chico's sudden call to pull funding from the Gary/Chicago International Airport as "political posturing."

On Monday, Chico held a news conference to suggest the city of Chicago pull out of a 1995 agreement that funnels \$500,000 annually to the Gary airport, arguing that money is used to enable deportations of undocumented immigrants, according to media reports.

Freeman-Wilson said the 23-year agreement between Chicago and Gary has mutually benefited both parties. The Gary/Chicago International Airport has been eligible to receive up to \$2 million annually for capital improvements and about \$500,000 each year for operations, she said.

"This allows Gary to be a viable part of the Chicago Department of Aviation and provide service to companies such as Boeing, NiSource and other general aviation customers. During the 2015 outage at O'Hare, President Obama safely landed at the Gary Airport. At the same time, the Gary/Chicago International Airport is one of the key drivers for the city of Gary's plan for economic development," she said.

Should Chicago choose to withdraw from the compact, the city will continue with its development of the Gary/Chicago International Airport as the logical location for the third regional airport in the metropolitan area, she said.

https://www.nwitimes.com/news/local/govt-and-politics/chicago-mayoral-candidate-targets-gary-airport-funding-over-deportations/article_89e15357-2eef-5b7a-833f-54e7a034272c.html

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

Vol. 5, Issue 5 – November 2018

Replacing Vinyl Screens Is Plan To Fix Smelly Windows

After a year’s worth of testing on windows in soundproofed homes near O’Hare and Midway airports, the Chicago Dept. of Aviation has announced that it’s not specific brands of windows, per se, causing the smells that bothered homeowners, but a vinyl coating used on the screens by many manufacturers.

The reports, available to read on ONCC’s website, include one from Architectural Testing Inc. (Interlock) from Franklin, WI, and one from Wood Environmental and Infrastructure Solutions (previously Amec Foster Wheeler Environment and Infrastructure), located at 8745 W. Higgins, Chicago.

Testers tried removing the screens and wiping them with solutions. The goal now is to determine and use a more stable screen fabric.

Kiernan said CDA is going to fix it and get back to soundproofing.

<https://www.journal-topics.com/articles/replacing-vinyl-screens-is-plan-to-fix-smelly-windows/>

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

Vol. 5, Issue 5 – November 2018



In the United States

Living near to a busy road or airport TRIPLES your risk of a heart attack and stroke because the noise triggers a harmful response in the body

Living near to a noisy road or an airport triples your risk of a heart attack or stroke, research suggests.

Scientists warned the boosted odds also exist for non-smokers and people who don't have diabetes - who already face a heightened risk.

Exposure to environmental noise drives a brain region involved in stress response, Massachusetts General Hospital experts say.

This then promotes blood vessel inflammation, which can lead to cardiovascular problems, such as heart attacks and strokes.

Researchers led by Dr Azar Radfar used 499 people for the study. Participants had an average age of 56 years old in the study.

The results of the study offer much-needed insight into the biological mechanisms of the well-known, but poorly understood, interplay between cardiovascular disease and chronic noise exposure, researchers said.

They caution that more research is needed to determine whether reduction in noise exposure could meaningfully lower cardiovascular risk and reduce the number of cardiovascular events on a population-wide scale.

In the meantime, however, the new findings should propel clinicians to consider chronic exposure to high levels of ambient noise as an independent risk factor for cardiovascular disease.

<https://www.dailymail.co.uk/health/article-6355039/Living-near-noisy-road-airport-increases-risk-heart-attack-stroke-THREE-TIMES.html>

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

Vol. 5, Issue 5 – November 2018

Don't Overlook Regional Airports' Importance

OAG has released its third-annual “Megahub” studies of international and United States airport connectivity. The studies calculate the number of unique online connections that a traveler can make at a given airport on the day of the year with the most flights at that airport. This year’s results are generally unsurprising, with London’s Heathrow retaining its ranking as the most connected airport in the world, followed by Chicago O’Hare, Frankfurt, Amsterdam and Toronto Pearson. Domestically, the most connected airport is O’Hare, followed by Atlanta, Charlotte, Dallas-Fort Worth and Denver.

Digging a little deeper, though, reveals some interesting insights. Why is Chicago O’Hare ranked ahead of Atlanta when Atlanta is the larger airport by almost any measure? O’Hare’s connectivity index is 479 (in the U.S. report), while Atlanta’s is 396, so the two airports are not even close.

The answer, according to John Grant, a senior analyst for OAG, is regional traffic: “The big insight is, don’t underestimate the value of all these relatively small airports in the U.S. and the contribution they make to aviation.”

<https://www.forbes.com/sites/glennhollister/2018/10/08/dont-overlook-regional-airports-importance/#6df031a23593>

JetBlue agrees to cut noise

The top air carrier at Logan International Airport has agreed to install noise-reducing equipment on its fleet of Airbus planes.

JetBlue Airlines, whose planes make about one out of four flights into and out of the airport, said this week it will install vortex generators on its fleet of Airbus aircraft. Vortex generators disrupt the flow of wind over air vents on the plane’s wings, preventing them from producing a high-pitched, whistling sound on landing approach.

<http://www.patriotledger.com/news/20181011/jetblue-agrees-to-cut-noise>

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

Vol. 5, Issue 5 – November 2018

California

SFO to add navigation system to reduce some plane noise

San Francisco International Airport staff are planning to implement a new Ground-Based Augmentation System, which gives pilots flexibility in using the virtual displaced threshold for upstream arrivals.

Recognizing that its hands are largely tied by federal regulations to change flight procedures to reduce plane noise, San Francisco International Airport officials are planning to implement a satellite system to fine tune aircraft landings that could make upstream arrivals potentially quieter.

The Ground-Based Augmentation System (GBAS) would not change current flight patterns established under the Federal Aviation Administration's NextGen program, SFO officials told the public at an informational meeting in Palo Alto on Tuesday night. The system would not change the noisy SERFR route that has plagued residents, but there is the potential for some relief as the planes are adjusted in altitude and slope to accommodate for the landing.

The GBAS system, which was purchased by the airport and not the FAA, provides corrections and monitoring of global navigation satellite systems within a 23 nautical-mile radius (26.46 miles) of an airport. A very high-frequency radio signal broadcasts the data from a ground-based transmitter. The system yields extremely high accuracy – of less than 1 meter in both the horizontal and vertical directions. It can be installed as a non-federal navigation aid.

Initially, SFO will use the system as an overlay on the existing landings. But the airport is putting together as many as 13 "innovative concepts" approaches, said Paul Hannah, an official with SFO GBAS Airspace and Flight Procedures. After testing the approaches and making adjustments with public input, SFO will submit the approaches to the FAA for approval. Hannah said airport officials will be monitoring flight approaches to assure that the modifications made for the landings don't cause more noise and pollution problems for residents.

One test adjustment found that planes brought in at a higher angle to land would change the flight altitude above Foster City from 1,800 feet to 1,900-1,950 feet. Another angle change would raise the altitude at Greco Island from 3,000 feet to 3,300-3,400 feet.

<https://www.paloaltoonline.com/news/2018/10/03/sfo-to-add-navigation-system-to-reduce-some-plane-noise>

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

Vol. 5, Issue 5 – November 2018

Hollywood Burbank Airport study finds flight path has shifted south over the years, leading to noise, quality-of-life concerns

A new report studying flight data over the Hollywood Burbank Airport concludes that the most frequently used flight path from the airport has shifted south, in part because of a new federal navigation system that has sparked concern among some residents.

The report, from the consultant firm Landrum & Brown (L&B), found that over the last 10 years a high-occupancy path from the airport has shifted south of the 101 Freeway because of an increase regional air traffic, a rise in average yearly temperatures (aircraft gain altitude faster during colder temperatures) and the Federal Aviation Administration’s Metroplex Area Navigation system.

“No direct connection was found between the implementation of Metroplex in March 2017 and the change in the number and frequency of flights,” the report stated. “... However, a connection was found between the Metroplex and the increase in number of flights over areas south of the 101 Freeway.”

Since the launch of the NextGen progra, flight paths have been narrowed to a half-mile area and lower altitudes above residential neighborhoods and the Santa Monica Mountains. In the past, airplanes departing the airport flew on a 6-mile corridor, with the highest concentration north of the 170 and 101 freeways.

<https://www.dailynews.com/2018/10/19/hollywood-burbank-airport-study-finds-flight-path-has-shifted-south-over-the-years-leading-to-noise-quality-of-life-concerns/>

Maryland

Maryland asks court to urge FAA to change low flight paths near BWI because of noise

Maryland officials are asking a federal court to urge the Federal Aviation Administration to resolve complaints about noise pollution stemming from low-flying planes at BWI and other airports after the agency declined to respond to the state earlier this year.

The petition is the latest in a series of requests the state has filed as residents who live near Baltimore-Washington International Thurgood Marshall Airport and Reagan National in Virginia seek relief from noise from low flight patterns.

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

Vol. 5, Issue 5 – November 2018

The most recent petition asks the U.S. Court of Appeals for the District of Columbia Circuit to review a September letter from the FAA, in which the agency declined to address Maryland’s requests to adjust flight paths that have added to noise pollution, bothering residents who live near the airports.

In June, Maryland filed a pair of petitions in federal court and with the FAA asking that the agency alter flight paths that have upset neighbors of BWI Marshall and Reagan National airports since NextGen was implemented.

In July, the FAA cut off talks with the Maryland Aviation Administration and the BWI Community Roundtable, saying the state’s legal action ended the agency’s ability to continue discussions with the groups. Neighbors of BWI formed the roundtable, which had been the FAA’s preferred conduit for feedback, last year.

<https://www.baltimoresun.com/business/bs-md-faa-petition-20181109-story.html>

New York

Meng continues fight to eliminate aircraft noise over Queens

U.S. Rep. Grace Meng (D-Flushing) is continuing her fight against the disturbance of aircraft noise in Queens.

The congresswoman sent a letter to U.S. Transportation Secretary Elaine Chao Sept. 6 to eliminate LaGuardia Airport’s noisy TNNIS Climb, a controversial flight pattern over Queens that negatively impacts the health of borough residents, according to a new study.

The study, “The Trade-Off between Optimizing Flight Patterns and Human Health: A Case Study of Aircraft Noise in Queens, NY, USA,” was published Aug. 15 in the recent edition of the International Journal of Environmental Research and Public Health.

According to the study, Next Gen is an automated flight system that uses GPS, data from other flights, and atmospheric conditions to optimize flight patterns. Its changes in flight patterns have the potential to reduce pollution, flight time, costs and accidents.

However, it can also cause serious health concerns, as Meng outlined in her letter its destruction of her constituents’ quality of life and leading to premature deaths, according to the study.

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

Vol. 5, Issue 5 – November 2018

“The route has unfairly burdened our borough with blistering aircraft noise ever since it was implemented by the FAA in 2012, and this study confirms our suspicions about the adverse health impacts of combating the excessive airplane noise over Queens,” said Meng. “In America 2018, this should not be happening. There are alternative routes, some of which were regularly relied upon as recently as this decade.”

Meng is requesting a release of results and underlying data generated from the National Aircraft Annoyance Survey.

In addition, the congresswoman wants community representatives to become a part of the Next Gen Advisory Committee (NAC), and notice of information about relevant upcoming meetings at which the issue will be discussed.

https://www.timesledger.com/stories/2018/38/mengairportnoise_2018_09_21_q.html

Washington

As Sea-Tac Airport traffic booms, distant neighborhoods are noisy despite FAA plan

Sea-Tac Airport traffic is growing rapidly and set to expand further as the region's economy booms. But in cities from Shoreline to Des Moines, airplane noise is raising increased concern among residents. Promised relief from a project called "Greener Skies over Seattle" never materialized.

<https://www.seattletimes.com/business/boeing-aerospace/sea-tac-airport-expansion-to-gather-speed-as-surrounding-communities-feel-the-impact/>

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

Vol. 5, Issue 5 – November 2018



What’s happening around the world?

Australia/ New Zealand

Sydney Airport curfew review urged to ease congestion woes

The consumer watchdog is urging a review of the curfew on Sydney Airport, saying it has likely made it harder to manage congestion in Australia's busiest airport.

In a submission to the Productivity Commission on Monday, the Australian Competition and Consumer Commission (ACCC) said the Federal Government should periodically review the curfew and hourly aircraft movement caps at Sydney Airport.

ACCC Chairman Rod Sims said the restrictions — which prohibit aircraft from taking off or landing between 11pm and 6am — affect a lot of people.

<https://www.abc.net.au/news/2018-09-19/sydney-airport-curfew-review-accg-congestion/10266328>

Queenstown Airport puts expansion plans on hold

Queenstown Airport has put its expansion plans on hold after a thunderous response from the community.

The airport announced earlier this year the need to expand its noise boundaries to allow for growth – doubling of the number of flights over the next three decades.

But the outcry from Queenstown, struggling to cope with growth from a tourism and population boom, has been as loud as a jet engine.

<https://www.odt.co.nz/regions/queenstown/queenstown-airport-puts-expansion-plans-hold>

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

Vol. 5, Issue 5 – November 2018

Canada

Dorval residents critical of new \$5.5 million airport sound wall

A new sound wall installed to mitigate noise from Pierre Trudeau International Airport in Dorval was unveiled by Aéroports de Montréal (ADM) last Thursday, but some nearby residents remain skeptical of its effectiveness.

The \$5.5 million "acoustic screen" runs 850-metres in length and sits on a stretch of land that used to be part of the old Dorval municipal golf course, which closed two years ago to make way for a new airport security checkpoint.

The five-metre high wall is made of acoustic panel insulation and covered with plaited willow wood. More than 500 tree and shrubs also will be planted along a 25-metre green space between the wall and Thorncrest Ave.

Dorval Mayor Edgar Rouleau said the new wall is better than the usual highway sound barriers made of concrete. But he noted Dorval is surrounded by planes, trains and automobiles, so there is always going to be some noise.

<https://montrealgazette.com/news/local-news/west-island-gazette/dorval-residents-critical-of-new-5-5-million-airport-sound-wall>

New app allows Montrealers to file airport noise complaints with 'press of a button'

A new mobile application, designed by a Montreal man who is sick of loud airplanes flying overhead, allows residents to make a noise complaint to local airport authorities instantly. Bill Mavridis built AEROplainte in hopes of making it easier for others who deal with noise coming from planes at Trudeau airport to file complaints.

Free to download, the app is currently available for Android and is in the beta testing mode for Apple products.

The airport authority may claim it is open to complaints and taking concerns seriously, but Mavridis said there is no transparency, follow-up or accountability.

He is hoping increasing the number of complaints will force the ADM to take action. "If one person complains, they brush you off. If 10,000 people complain, they can't ignore you."

<https://www.cbc.ca/news/canada/montreal/montreal-airplane-noise-app-1.4855159>

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

Vol. 5, Issue 5 – November 2018

United Kingdom

Aberdeen airport to host consultation on aircraft noise

Aberdeen International Airport will meet members of the public, local authorities and others as part of the study, which will help develop proposed measures to “manage and mitigate” the impact of flight-related noise.

Airports are required to update noise action plans every five years and, once finalised, the new plan will cover airport operations up until 2023.

<https://www.eveningexpress.co.uk/fp/news/local/aberdeen-airport-to-host-consultation-on-aircraft-noise/>

DEPARTMENT REJECTS FCC HAS ‘CONFLICT’ CHECKING DUBLIN AIRPORT NOISE

The Department of Transport has rejected claims that Fingal County Council has a conflict of interest in being appointed as noise regulator at Dublin Airport.

Senior department officials told the Oireachtas Transport Committee they were confident the local authority could objectively carry out the duties required.

The new Airport Noise Regulation Bill will be enacted within weeks so Ireland will comply with new EU-wide noise management rules for major European airports.

Campaigners against plans to allow more night flights once the second runway is operational at Dublin Airport have expressed concern over the council’s role.

If the legislation passes it will grant FCC powers to apply to overturn planning conditions attached to the new runway which restrict night time flights.

<https://dublingazette.com/news/north-dublin-news/news-fingal/airport-fingal-49724/>

London Airport FBOs Rue Challenge Posed by Night Ban

The temporary ban on night movements at London Luton Airport this summer was “strange and challenging,” according to Harrods Aviation, which runs a busy FBO Luton and London Stansted Airport. Free movement “without slot restriction.

A statement from Harrods Aviation said customers had returned quickly to its Luton FBO, “highlighting how important it is to offer 24/7 access.” Kerry Besgrove, Harrods Aviation

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

Vol. 5, Issue 5 – November 2018

director of operations, reflected, “It has been a strange summer for us. Many of our customers want the ability to work into the evening or to be in the city in the early morning. The ability to utilize nighttime operations is vital to support the global customer community.”

The ban covered the hours between 11 p.m. and 5:59 a.m. local time and is set to operate every summer. Aircraft with a noise level greater than Quota Count 1 (QC1)—above 92.9 EPNdB, based on sensor points around the airport, including some portable units—will also not be able to operate between the restriction hours, even if they are scheduled operations, starting June 1, 2019. Also, between 6 a.m. and 9:59 p.m. no aircraft above QC1 will be permitted a slot at all and revision of slots in this time period will not be permitted.

<https://www.ainonline.com/aviation-news/business-aviation/2018-10-09/london-airport-fbos-rue-challenge-posed-night-ban>

Glasgow Airport publishes five-year noise action plan

Glasgow Airport has published its Noise Action Plan which sets out how the airport aims to manage and, where possible, reduce the effects of airport related noise. The airport is required to publish an updated Noise Action Plan every five years. The 2018-2023 plan has been produced based on feedback gathered from the local communities that neighbour the airport during a 13-week public consultation held earlier this year. Glasgow Airport has developed a package of measures over a number of years designed to minimise and mitigate the adverse effects of noise. In updating this latest plan, the airport took into account the latest research and policy on the adverse effects of aviation noise and has proposed the following key enhancements over and above the existing mitigation measures: The development of an enhanced Noise Insulation Policy to mitigate noise for a significantly-higher number of residents from a wider area who are affected by aircraft noise, The introduction of a new WebTrak online flight tracking tool which will provide members of the public with a transparent view of aircraft flight paths and noise levels.

<https://www.glasgowsouthandeastwoodextra.co.uk/news/glasgow-airport-publishes-five-year-noise-action-plan-1-4820244>