

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

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In our neck of the woods

- **FAiR petition to Mayor of Chicago Mayor Rahm Emanuel; Governor Bruce Rauner; Representative Mike Quigley; Representative Tammy Duckworth; Representative Jan Schakowsky; Chicago Aldermen. Save the Diagonals.** As of January 19, 2016, there are 785 supporters. FAiR has set a lofty goal of 100,000 supporters by February 28, 2016.

<https://www.change.org/p/mayor-rahm-emanuel-bruce-rauner-mike-quigley-tammy-duckworth-jan-schakowsky-chicago-aldermen-save-our-neighborhoods-by-saving-the-diagonals-omp-must-include-options-for-more-people>

- **'Noise Crisis' Should Halt O'Hare Expansion, Reopen Runways: Alderman.** The diagonal runway closed last year at O'Hare Airport would be reopened immediately and the expansion of the airport halted under a measure introduced by Ald. Anthony Napolitano (41st) to address what he called a "noise crisis" on the Far Northwest Side. Napolitano, who was elected to the council in April, said in a statement he would continue to "fight this issue until the residents of the 41st Ward receive a real solution to the overwhelming noise crisis they are experiencing from O'Hare."

<https://www.dnainfo.com/chicago/20160118/ohare/noise-crisis-should-halt-ohare-expansion-reopen-runways-alderman>

- **Chart Progress On Easing Overnight O'Hare Noise.** ...since the O'Hare Noise Compatibility Commission (ONCC) started its Ad Hoc Fly Quiet Committee in fall 2015, several things are offering hope to relieve the overnight aircraft noise which has been hounding communities under the newer east-west runways at O'Hare Airport.

In the Ad Hoc committee, proposals are being developed to designate alternatives for handling night traffic, bringing in arrivals and sending departures over different communities, depending on current wind and weather conditions. The concept is to schedule a year's worth of rotating runway uses. This would probably be on a weekly rotation, although daily and monthly choices are also being discussed.

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ONCC members also were shown a proposal where planes departing from the airport on one heading could be directed, once in the air, onto the diagonal headings from the runways which are being decommissioned.

Another piece of the discussion is to define which hours are affected by Fly Quiet. While the overnight hours are generally considered to be 10 p.m. to 7 a.m., there are "shoulder" hours at the beginning and end of this stretch when more operations generally take place.

From 10 to 11 p.m. there are still departures taking place, especially when weather delayed flights earlier. From 5:30 or 6 a.m. to 7 a.m., there are red-eye flights from the West Coast which begin arriving.

There is a suggestion in the Ad Hoc discussions to separate the late night first hour, the 11 p.m. to 6 a.m. stretch when there is a much lower demand for traffic, and the final 6 to 7 a.m. hour into three segments for Fly Quiet operations proposals.

Polished proposals from the Ad Hoc discussions are expected within a couple of months. ONCC will approve a plan and forward it to the Dept. of Aviation, which will send it to the FAA for consideration. The next full ONCC meeting when this could happen is scheduled for 8 a.m. March 4 at Café La Cave in Des Plaines.

http://www.journal-topics.com/news/article_44b1f0fe-ba3c-11e5-a791-5b7196e7faa8.html

- **Why O'Hare runway deal with United and American doesn't go far enough.** Another runway will help bolster this key competitive advantage. But it's not enough. Despite completion of three new runways since 2008, O'Hare still ranks low in on-time performance. With air travel rising again, O'Hare needs significant upgrades to eliminate delays, handle future air travel growth and encourage competition. One obvious solution is to build the western terminal contemplated by the original modernization plan. A new terminal would open as many as 50 more gates. United and American, for obvious reasons, dislike the idea. And there's no question a western terminal would cost a lot of money and complicate airport operations. Another option is adding gates to the existing terminals. Loney notes that an earlier proposal called for moving the airport's heating plant and replacing it with a new gate concourse. A third approach would be to loosen the duopoly's grip on gates under a master lease agreement expiring in 2018.

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Lease renewal negotiations present Emanuel with an opportunity to extract some gate concessions from United and American.

<http://www.chicagobusiness.com/article/20160113/BLOGS10/160119966/chicago-now-needs-to-add-more-gates-at-ohare-airport>

- **Duckworth co-sponsors Silent Skies Act to reduce airport-noise pollution.** U.S. Reps. Tammy Duckworth (D-IL) and Joe Crowley (D-NY) recently introduced the Silent Skies Act in an effort to curb noise pollution from airports. The legislation would encourage development of technologies to reduce airplane noise, create quieter noise standards for commercial airplanes and urge airlines to use newer passenger jets, which are quieter than older models.

<http://dupagepolicyjournal.com/stories/510655505-duckworth-co-sponsors-silent-skies-act-to-reduce-airport-noise-pollution>

- **Airlines padding O'Hare schedules despite new runways.** The purpose of Chicago's \$10 billion airfield modernization was to increase airport capacity, streamline airline operations and improve on-time performance. However, even though the airlines have been systematically extending the time allowed to complete flights on time, O'Hare remains stuck toward the bottom of the rankings for punctuality. Only seven out of 10 flights departed or arrived at O'Hare within 15 minutes of their published schedules this year through September, according to the federal Bureau of Transportation Statistics.

<http://www.chicagotribune.com/news/columnists/ct-airline-flight-times-getting-around-met-1207-20151214-column.html>

- **When planes land at O'Hare, trip just getting started.** Planes landing on O'Hare's newest runway on the far south airfield follow a winding taxi route to the terminals that covers at least 5 miles and can take 20 to 30 minutes. City aviation spokesman Owen Kilmer said short-term pain will lead to "long-term benefits for passengers, including reduced taxi times and a more efficient process for aircraft landing at O'Hare."

<http://www.chicagotribune.com/news/columnists/ct-ohare-farthest-runway-getting-around-met-1102-2-20151102-column.html>

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In the United States

- **New Routes Mean More Noise for Some Homes Near Airports.** Revised flight paths have airplanes saving time and fuel on arrival and departure—and residents fuming at the FAA

The Federal Aviation Administration is redrawing the paths flights follow as it switches from ground-based to satellite navigation dubbed NextGen. Some communities say they weren't fully warned about the new flight paths, and now neighborhoods that never had much airport noise are getting bombarded. Opposition groups from Washington, D.C.'s Georgetown neighborhood to Silicon Valley are blitzing airports with hundreds of thousands of noise complaints and a few lawsuits to stop the changes. Part of the problem is the precision of satellite-based navigation. Planes used to tune in radio frequencies and flew toward beacons or simply were assigned directional headings by controllers. Flight paths ran across a range of airspace. Many houses got some noise each day; now fewer houses get more noise.

Phoenix offers the clearest example of the potential impact and potential gains from the new system so far. Jets taking off to the west from Sky Harbor International Airport almost always followed the Salt River bed out 9 miles before turning. If you were flying from Phoenix to New York, your plane would go 9 miles in the wrong direction. But on Sept. 18, 2014, the FAA implemented new routes that require planes heading north and east to start turning just 3 miles from the airport.



A look at a pair of two-day snapshots of air traffic at Phoenix's Sky Harbor International Airport. The green paths signify the newer, more concentrated flight paths, while the blue represent the more spread-out routes used before. *PHOENIX AVIATION DEPARTMENT*

The city of Phoenix sued the FAA in June, saying the agency has been unwilling to make changes even when local officials proposed alternatives that they say would have

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reduced noise and retained 80% of desired fuel and efficiency benefits. The suit charges the FAA has created a negative impact on the Phoenix community without proper due process, notification and consideration.

The agency (FAA) is stepping up its outreach in cities where changes are still under consideration, like Los Angeles and San Diego. The FAA official says the agency is providing easier-to-understand materials, such as overlaying proposed routes on maps so communities can see which homes will be impacted.

Also mentioned in this article: Washington's Reagan National Airport; Minneapolis-Saint Paul International Airport; San Francisco and San Jose Airports;

Not mentioned: Chicago O'Hare Airport

<http://www.wsj.com/articles/new-routes-mean-more-noise-for-some-homes-near-airports-1447270823>

Arizona

- **Bill introduced to fight FAA flight path changes.** An Arizona Congressman introduced a bill hoping to force the FAA to reconsider changes to flight paths used by airlines. Rep. Ruben Gallego and 14 cosponsors introduced the "FAA Accountability Act," Thursday. The act would force the FAA to evaluate current flight paths that cause unacceptable high levels of noise. Gallego's bill would also designate a "Community Ombudsmen" to serve as a voice in the process and prevent the FAA from bypassing an environmental review process.

<http://www.fox10phoenix.com/news/arizona-news/45057097-story>

- **Flight Path Lawsuit Timeline 9/3/15**

On June 1, 2015, the city of Phoenix filed suit against the FAA for implementation of new flight paths without any process for public input. A petition for review is a formal request to a U.S. Court of Appeals to review the legality of an agency's administrative decision. It's a special form of litigation that Congress requires for challenges to the legality of most FAA decisions. It seeks a declaration from the Court that an agency's decision is invalid.

On July 31, 2015, several historic Phoenix neighborhoods announced the filing of a Petition for Review against the Federal Aviation Administration (FAA). The legal action

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was filed on behalf of residents adversely affected by the new flight paths.

The FAA has filed several motions to dismiss.

On September 2, 2015, the FAA filed a motion to consolidate the two cases filed by the City of Phoenix and by the Phoenix neighborhoods into one case. Neither the neighborhoods nor the City of Phoenix are objecting to the FAA's motion. Consolidation could cause a delay in the court's ruling on the pending motion to dismiss filed by the FAA against the city's case.

There is no current deadline for response by the Court.

<https://skyharbor.com/docs/default-source/default-document-library/flight-path-lawsuit-timeline-9-3-15.pdf?sfvrsn=0>

California

- **Like a 'stab in your brain' -- Complaints from Bay Area residents in noisy flight path spike 2,706%.** Reports on the San Francisco International Airport's Noise Abatement office website show a spike in noise complaints since NextGen was implemented. Many of the complaints come from areas that didn't frequently complain to the airport in the past.

Between March and August, residents filed 147,442 complaints. During the same months in 2014, there were just 5,254. August alone notched 62,391 complaints, compared with 824 the year before.

Democratic Rep. Anna Eshoo, Rep. Sam Farr (D-Carmel) and Rep. Jackie Speier (D-Hillsborough) recently joined members of the Congressional Quiet Skies Caucus in introducing legislation aimed at reducing noise. **The Quiet Communities Act would re-establish the Environmental Protection Agency's Office of Noise Abatement and Control and task it with reviewing the effects of airplane noise.** The FAA Community Accountability Act would require the FAA to hire community ombudsmen to listen, and if necessary, propose changes. It **would also prevent the agency from skipping environmental reviews** for some new flight paths.

<http://www.latimes.com/politics/la-pol-ca-california-noise-faa-html-20151117-htmlstory.html>

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- **FAA offers steps to reduce NextGen plane noise.** The Federal Aviation Administration has a technical three-phase plan for exploring ways to quiet new and noisy flight paths that have been irking Bay Area residents for months.

Phase 1: The FAA will continue to analyze and conduct feasibility studies on flight procedures, including speed and altitude adjustments and the possibility of moving existing waypoints.

Phase 2: The FAA will consider modifications that are feasible based on initial analyses. The agency will conduct formal environmental safety reviews and seek feedback from community members and stakeholders.

Phase 3: The FAA plans to implement new procedures and follow up with further changes as needed.

<http://www.santacruzsentinel.com/20151116/faa-offers-steps-to-reduce-nextgen-plane-noise>

Massachusetts

- **Boston Logan Airport Noise Study.** On November 12, the Federal Aviation Administration (FAA) will begin testing a potential noise reduction measure at Boston Logan International Airport. The test is part of the **Boston Logan Airport Noise Study's third phase**, which will evaluate whether **changes in runway use** at Boston Logan Airport can further reduce aircraft noise in the communities surrounding the airport.

The Logan Airport Community Advisory Committee (CAC), with the technical assistance of an independent consultant, designed the first test scenario and also will design any remaining test scenarios. The results will be used to develop a runway use program at Boston Logan International Airport. The Massachusetts Port Authority (Massport) supports this noise abatement effort and asked the FAA to conduct the testing.

The first test is designed to evaluate whether **FAA air traffic controllers can switch the runway configuration at the airport overnight, so the direction of arriving and departing flights on a given morning is different than it was the previous night.** The measure is designed to address a frequent complaint that residents in nearby communities wake up with the same noise they were hearing when they went to bed.

The test calls for the FAA to determine **how frequently air traffic controllers can switch the runway configuration they are using between 8:30 p.m. and midnight to a new runway configuration for the period between 6 a.m. and 9:30 a.m. the following morning.** The test is expected to run for at least three months, but will not exceed six months.

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Ultimately, the FAA, Massport and the CAC may use the results of the first test and any additional planned tests to **develop a runway use program that is consistent with FAA safety and operational requirements**. Together with the noise relief measures already in place from Phase 1 and 2 of the noise study, the runway use program could lead to a quieter environment in the neighborhoods around the airport.

http://www.belmont-ma.gov/sites/belmontma/files/file/file/boston_logan_airport_noise_study_media_statement1.pdf

New York

- **Schumer, Gillibrand announce funds for aircraft noise study of La Guardia Airport.** The Part 150 study would evaluate the impact of noise on the areas and create a mitigation plan that may be eligible for federal funding, the federal officials said in a joint news release. The study would be comprised of various public outreach initiatives, including public meetings and hearings, aimed at understanding the locations near the airport with the highest concentration of noise and finding alternative procedures for limiting sound.

http://www.theislandnow.com/news/schumer-gillibrand-announce-funds-for-aircraft-noise-study-of-la/article_03d55396-5015-11e5-9590-0fb6d3e12fae.html



What's happening around the world?

Australia

- **Airport noise 'can be lessened' – guide.** The Airports Council International and the Civil Air Navigation Services Organisation have published '**Managing the Impacts of Aviation Noise**', a best-practice guide to reducing aviation noise, especially for communities near airports. The initiative is to be rolled out to airports and air traffic management organisations across the globe. The paper examines the challenge of aviation noise and describes methods that airport operators and ANSPs can use to manage and reduce its impact. It reviews four current approaches for managing noise: **Reducing noise at the source; land use planning; noise-reducing operational procedures and operating restrictions. Operational procedures include techniques such as tailored arrivals, continuous descent operations, arrival or departure path alternation and managing thrust.**

The noise mitigation measures described in the guide can be collaboratively implemented by ANSPs, airports and aircraft operators. "The aviation industry needs to address the concerns of local communities about aviation noise to maintain the support of governments and the general public and to maintain our licence to operate," said Angela Gittens, director general ACI World. "The industry must do more — work collaboratively and pool its collective ingenuity and innovative capabilities — to develop solutions that address the noise challenge. This publication provides a template for action on noise."

http://impactpub.com.au/micebtn/index.php?option=com_content&view=article&id=19567:airport-noise-can-be-lessened-guide&catid=15:btn-news&Itemid=50

- **ACI (1) and the Civil Air Navigation Services Organisation (CANSO) (2) have joined forces to launch a new initiative to help reduce noise from aviation.** This is the result of the publication of the guide, 'Managing the Impacts of Aviation Noise'.

<http://www.airport-world.com/news/general-news/5182-aci-spearheads-new-initiative-to-reduce-noise-from-aviation.html>

- (1) Airports Council International (ACI) is the only global trade representative of the world's airports. Established in 1991, ACI represents airports interests with Governments and international organizations such as ICAO, develops standards, policies and recommended practices for airports, and provides

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information and training opportunities to raise standards around the world. This section provides you with information on the structure and background of ACI.

- (2) The **Civil Air Navigation Services Organisation (CANSO)** is the global voice of the companies that provide air traffic control, and represents the interests of Air Navigation Service Providers (ANSPs) worldwide. CANSO members are responsible for supporting over 85% of world air traffic, and through its Workgroups, members share information and develop new policies, with the ultimate aim of improving air navigation services on the ground and in the air. CANSO also represents its members' views in major regulatory and industry forums, including at the International Civil Aviation Organization (ICAO), where it has official Observer status.

United Kingdom

- **Planes 'gliding' into Manchester Airport from 20 miles away to cut noise and pollution.** Most planes are now 'gliding' into Manchester Airport on low power in a bid to cut carbon emissions and noise. Manchester is leading the way on the strategy which involves a pilot slowly powering down the engine during descent from 20 miles away. It can save up to 150 kilos of fuel for each landing.

"If you descend as fast as you can, you will get lower earlier than you need to and you'll need to increase the power to fly level - this burns more fuel and creates more noise.

"But if you judge your descent from below 6,000ft and fly a shallow descent, you use minimal power.

"The airport controller tells you how many miles you've got to run, and then you do the maths. It's down to pilots, air controllers and their judgment.

"It's a good thing, it's an efficient way of flying a plane to minimise fuel burn, environmental impact and noise."

Capt Brendan O'Neal, chairman of the British Airline Pilots Association and who is from Manchester

<http://www.manchestereveningnews.co.uk/news/planes-gliding-manchester-airport-20-10246171>

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- **CAA report: Heathrow Airport noise significantly reduced.** London Heathrow Airport's noise footprint is smaller now than it has been at any time since the 1970s, according to analysis by the UK Civil Aviation Authority (CAA). The launch of the CAA-commissioned report comes in a week that Heathrow begins a six-month trial of steeper approaches for aircraft landing at the airport, aimed at reducing noise for people living under the flight paths. The CAA analysis shows noise contours annually are smaller than they have been since 2006...

<http://atwonline.com/eco-aviation/caa-report-heathrow-airport-noise-significantly-reduced>

- **New flight path proposals set to cut Stansted Airport noise effects for more than 4,000 people.** A new take-off procedure is set to reduce the effects of airport noise for more than 4,000 people living around Stansted. Bosses claim "innovative" performance based navigation uses modern **Global Positioning System (GPS) technology** that enables aircraft to fly flight paths more accurately when taking off. Results from a trial on two of the airport's existing departure routes - Clacton 22 and Detling 04 - show that 85 per cent fewer people are directly overflown by aircraft using the new procedure.

<http://www.hertsandessexobserver.co.uk/New-flight-path-proposals-set-cut-Stansted/story-27721031-detail/story.html#ixzz3xcmcZMtA>

- **Luton airport bosses want to 'simplify' noise rules they say unfairly target quiet planes.** "What we want to do is to have one limit for the day time and one for the night time because with the current condition, if you are a quiet aircraft, you have a lower noise limit and if you are a noisier aircraft you have a higher limit. "We want to target noisier aircraft and encourage the airlines to use quieter aircraft."

<http://www.luton-dunstable.co.uk/Luton-airport-bosses-want-simplify-noise-rules/story-27696278-detail/story.html#ixzz3xckdSto9>

- **Airplane noise violation limits must remain in force at Luton Airport, says St Albans MP.** "We must maintain the current levels. It is important that residents can enjoy their gardens, their parks, or have peace in their homes without constant disruption overhead. "Moreover, I have been contacted by residents who also believe the current levels are disruptive, and are calling for a more stringent approach to noise pollution."

http://www.hertsad.co.uk/news/airplane_noise_violation_limits_must_remain_in_force_at_luton_airport_says_st_albans_mp_1_4212365

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- **Luton Airport failed to consider noise and emissions when expanding, says Ombudsman.** The contention is that the council failed to consider that the airport's expansion would lead to a 70 per cent increase in carbon emissions on the ground as that figure was not presented clearly.

http://www.hertsad.co.uk/news/luton_airport_failed_to_consider_noise_and_emissions_when_expanding_says_ombudsman_1_4206887

Other News

- **Airport and aircraft noise has little or no impact on property prices, according to a study of suburbs and real estate under or near the flight paths to Brisbane Airport by the Queensland University of Technology (QUT).** It found not only that units and townhouses under the flight paths suffered no impact on investment performance from aircraft noise, but that property prices in some suburbs with high noise complaints actually increased at a greater rate than in other similar suburbs unaffected by aircraft noise. "Our findings suggest that factors such as proximity to transport, the Brisbane CBD, schools, recreation facilities, the airport and other services, far outweigh any negative impact experienced as a consequence of being under a flight path or from aircraft noise."

<https://www.mywealth.commbank.com.au/property/are-property-prices-really-affected-by-airport-noise--news20151125>

- **The noise created by low-flying planes does not raise the blood pressure of people on the ground, five-year study shows.** A German study released on Thursday showed noise created by low-flying planes does not raise the blood pressure of people on the ground. The study confirmed that constant loud transport noise can lead to depression and reduces the ability of children to learn.

<http://www.health24.com/Medical/Hypertension/News/Airplane-noise-does-not-cause-high-blood-pressure-study-20151029>

- **Listen Up: Noise Pollution May Be Bad for Your Heart.** ...a growing body of research highlighted recently by groups across the pond, including the European Society of Cardiology, finds that noise can impact our cardiovascular risk, from disrupting nighttime sleep and raising stress levels to increasing blood pressure and heart rate and reducing vascular function that keeps our blood smoothly flowing throughout our bodies without incident. And even if you've grown accustomed to the din, researchers say, it may still quietly tax your heart.

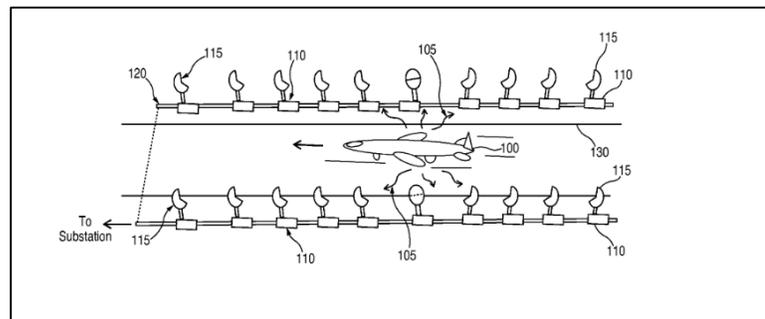
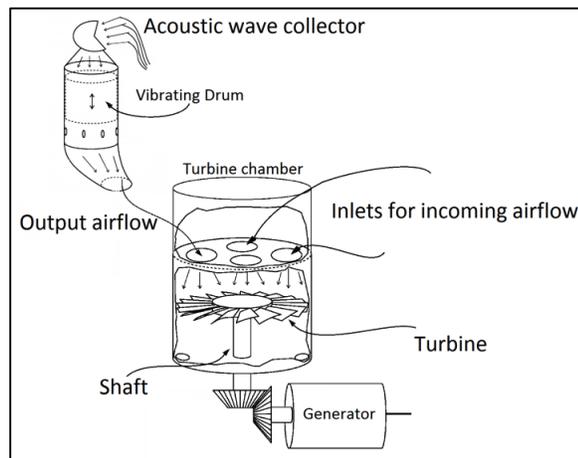
<http://health.usnews.com/health-news/patient-advice/articles/2015/10/29/listen-up-noise-pollution-may-be-bad-for-your-heart>

- **Boeing patents method of generating electricity from airport noise.** "Acoustic wave collectors" are placed on either side of a runway, where they harvest the sound of the

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engines, then send it to a drum that vibrates to create an airflow. The moving air is directed into a turbine chamber where it causes turbine shafts to rotate and generate electricity, which can be sent to a substation for distribution. Boeing’s patent applications says the acoustic energy produced by planes during takeoff is “a lost energy resource”.



<http://www.globalconstructionreview.com/news/boeing-patents-method-generating-electricity/>