

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

Vol. 3, Issue 4 – September, 2016



In our neck of the woods

Tollway threatens to sue railroad over O’Hare road

Because Canadian Pacific (CP) Railways is unwilling to negotiate with the Illinois State Toll Highway Authority regarding extending I-390 over the railyards, Illinois State Toll Highway Authority is threatening to sue Canadian Pacific.

CP Railway President, Keith Creel has stated that an expressway through the rail yard would “significantly impact existing rail operations, severely limit our ability to reconfigure the remaining track and facilities, and would permanently prevent future use and capacity.”

The Tollway has already built part of I-390 with the intention of extending it east to O’Hare. A new tollway would meet I-390 and connect it north to I-90 and south to the Tri-State Tollway along the airport’s western border. The project is expected to cost about \$3.5 billion. (Tollway Chairman Bob) Schillerstrom said western access is crucial to an expanded O’Hare airport, and shutting down the project would cost thousands of jobs.

<http://ireader.olivesoftware.com/Olive/iReader/chicagotribune/SharedArticle.ashx?document=CTC%5c2016%5c08%5c29&article=Ar00300>

- **The western access plan.**



<http://www.chicagobusiness.com/article/20160817/BLOGS02/160819875?template=printart>

- **Letter from CP President Creel to Gov. Bruce Rauner and Daniel Elliot III, Chairman of United States Surface Transportation Board**

<https://www.scribd.com/document/321487700/Canadian-Pacific-Railroad-letter-RE-Bensenville-yard>

- **Response from Illinois Tollway Chairman Bob Schillerstrom**

<https://www.scribd.com/document/321489952/Tollway-Response-to-Canadian-Pacific>

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

Vol. 3, Issue 4 – September, 2016

Gate expansion at O'Hare

The addition of new gates is an essential element of the O'Hare Modernization Plan. It's expected to foster a more competitive environment among airlines, which is good for business travelers. The challenge is in dividing up the gates among airlines carriers, with United and American already being so dominant.

- **Duking it out for dominance at O'Hare**

Exactly how many gates O'Hare will get is murky. The most concrete part of the expansion is the **nine gates the city will tack onto Terminal 5** at a cost of \$300 million. A later idea **replaces the existing Terminal 2 structure with new terminals that allow gates to be added as demand warrants**. One rendering distributed by the city appears to show the O'Hare airfield with about 220 gates, up 32 percent from today.

http://www.chicagobusiness.com/article/20160723/ISSUE01/307239993/duking-it-out-for-dominance-at-ohare#utm_medium=email&utm_source=ccb-weeklyalert&utm_campaign=ccb-weeklyalert-20160723

Why business fliers should like Emanuel's plan for O'Hare

Greater competition would mean **lower fares and more flight options for travelers**. At the same time, expanding and modernizing O'Hare terminals would make a critical cog in Chicago's economy more competitive with airports in other cities.

<http://www.chicagobusiness.com/article/20160720/BLOGS10/160719803/why-business-fliers-should-like-emanuels-plan-for-ohare>

- **From Chicago Mayor Rahm Emanuel and Chicago Aviation Commissioner, Ginger Evans:**

New runways, more gates, hotel development, state-of-the-art cargo facility

"This investment—and the benefits it will bring passengers, airlines and Chicagoans—is part of our larger plan to ensure that O'Hare is a 21st century airport built for a 21st century economy. Called **O'Hare 21**, the city's multilayered plan to modernize the airport is born out of the idea that O'Hare must be a convenient travel option for the millions of passengers who pass through it each year, while continuing to serve as an economic driver for the city of Chicago long into the future."

<http://www.chicagobusiness.com/article/20160721/OPINION/160729968/mayor-emanuel-on-ohare-why-chicago-is-investing-so-much>

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

Vol. 3, Issue 4 – September, 2016

- **Too Big to Fly?**

O’Hare can now handle the world’s largest passenger jet, but the A380, with 489 seats, on-demand entertainment, hors d’oeuvres, bar and shower spa, has yet to land its market.

Although Chicago has had a runway big enough to accommodate the A380 since 2013, it never made the cut as a destination, in part because it lacked a gate that fit the two-level plane. Emirates uses the Boeing 777, which is smaller than the A380 but still has the range for long-haul international trips, on its O’Hare flights.

Though no airlines have yet committed to bringing A380s to Chicago on a regular basis, three or four have expressed interest in doing so, said City Aviation Commissioner Ginger Evans.

O’Hare already has plans to add a second gate equipped for the larger plane as part of a recently-announced project to expand Terminal 5 and redevelop Terminal 2.

The upgrades will let O’Hare handle scheduled or emergency A380 flights diverted from another airport and keep O’Hare competitive, Evans said.

<http://www.chicagotribune.com/business/ct-emirates-a380-ohare-0721-biz-20160719-story.html>

Third effort to crowd airport question off ballot succeeds

Mayor Rahm Emanuel’s allies on Wednesday used another “parliamentary trick” — successfully, this time — to crowd off the ballot a referendum asking Chicago voters whether they want to strip the mayor of his authority over O’Hare and Midway Airport.

<http://chicago.suntimes.com/news/third-effort-to-crowd-airport-question-off-ballot-succeeds/>

O’Hare Runway Closure Irks Local Group

Leaders in the Fair Allocation in Runways (FAiR) Coalition are protesting the final closure of the first of two northwest-southeast runways scheduled for closure in the O’Hare Modernization Program (OMP).

Runway 14R/32L is being kept open temporarily until the last phase of OMP construction, and will be used during tests of the Fly Quiet II overnight runway rotation.

However, its neighbor, Runway 14L/32R, has been due for an earlier closing.

The OMP is shifting nearly all approach and departure runways to an east-west configuration; in the case of changing winds, the airport plans to use 22L or 28R, the two surviving diagonals which run northeast and southwest.

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

Vol. 3, Issue 4 – September, 2016

The 14/32 runways are longer and can handle larger aircraft, FAiR leaders argue: 10,000 ft. long instead of 7,500 ft. for several of the new east-west substitute runways.

They contend the airport will lose flight options when there are crosswinds and low visibility, reducing the number of operations O'Hare can handle safely in bad weather.

http://www.journal-topics.com/news/article_1efa3c48-59ad-11e6-bbae-b38d74d51a1c.html

- **Just Call It 'Runway 15-33'**

Weeks after the August closure of Runway 14L-32R, the first of two northwest-southeast diagonal runways slated for demolition, residents around O'Hare International Airport will have to get used to using a new name for its parallel twin.

Known for generations as 14R-32L, the surviving runway will be redesignated as Runway 15-33, effective Thursday, Sept. 15.

http://www.journal-topics.com/news/article_954fcd74-7aa3-11e6-987e-17e6a55af455.html

Fly Quiet

- **Storms Complicate 1st Week Of Effort To Quiet Night Skies Near O'Hare**

Planes landed and took off as promised just **37 percent of time** during the first full week of a test to rotate the O'Hare Airport runways used at night to give Northwest Side residents some relief from jet noise.

Data released by the Chicago Department of Aviation show that a series of severe summer storms July 10-17 prompted air traffic controllers and airport officials to direct planes away from the runways designated for use as part of the rotation plan, according to the data.

Between July 10-17, planes used the alternate runway configuration in the rotation **24 percent of the time**.

That means the approximately 80 planes that land and take off at O'Hare every night followed the rotation 61 percent of the time July 10-17, according to the data.

From July 10-17, 74 percent of planes followed those guidelines, including those planes that took off and landed while the rotation was in effect, typically from midnight to 5:30 a.m.

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

Vol. 3, Issue 4 – September, 2016

The success of the rotation will also be judged by the results of online surveys that ask residents whether the plan is making a difference in their quality of life, officials said.

<https://www.dnainfo.com/chicago/20160801/ohare/storms-complicate-1st-week-of-effort-quiet-night-skies-near-ohare>

- **Effort To Quiet O'Hare Night Skies Working Only About Half The Time: Data**

Planes landed and took off as promised 57 percent of the time during the first eight weeks of a test to rotate the O'Hare Airport runways used at night to give Northwest Side residents some relief from jet noise.

The effect of the rotation plan has been to **shift some jet noise back to the way it was before October 2013**, when the then new east-west runway opened as part of the \$8.7 billion O'Hare Modernization Program, sending hundreds of flights over neighborhoods such as North Park, Jefferson Park, Edgebrook, Edison Park and Norwood Park that previously experienced little or no jet noise.

The rotation includes a diagonal runway on the west side of the airport until 2019, when it is slated to be demolished to make way for the sixth and final east-west runway.

City officials have steadfastly rejected pleas from members of the Fair Allocation in Runways Coalition to keep four diagonal runways in service at O'Hare as the only way to reduce jet noise over the Northwest Side.

Two diagonal runways are slated to remain in service at O'Hare.

<https://www.dnainfo.com/chicago/20160909/ohare/effort-quiet-ohare-night-skies-working-only-about-half-time-data>

- **O'Hare Noise Rumbblings**

"Fly Quiet is 'Fly Loud' from Des Plaines' point of view," said the alderman (Ald. Malcolm Chester (6th), Des Plaines) referring to O'Hare's noise abatement program.

Increased noise over areas that previously were not affected by planes landing at O'Hare spurred the 12-week test, said Chester. Re-opening diagonal runways such as 22-Right is intended to spread noise throughout communities rather than have it be concentrated in certain areas.

However, **Chester argues that there are runways that would send planes over industrial areas, such as the Elk Grove Business Park, which would decrease complaints if utilized.**

"You want the airplanes going over an industrial area," he said.

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

Vol. 3, Issue 4 – September, 2016

Runway 14-Right 32-Left, a long strip near 22-Right, is one of the runways that sends planes over industrial areas. However, Chester said that O'Hare wants to close that runway to make room for a western access point to the airport.

Once Des Plaines residents get a taste of what type of noise is generated from arrivals at 22-Right, **Chester plans to write a letter and create a petition to send to the Federal Aviation Administration with the community's response.**

http://www.journal-topics.com/news/article_2c813586-55b3-11e6-b442-43b14161f367.html

- **Chicago Briefs Niles On O'Hare Runway Rotation**

Despite having active representation on the ONCC, it was not until a village board meeting last week that Niles officials saw a formal presentation about airport noise. Niles Mayor Andrew Przybylo and others complained of hearing increased noise near their homes in recent days and weeks.

Former Niles Village Attorney Joe Annunzio still sits on the O'Hare Noise Compatibility Commission as Niles' representative. He is ONCC's vice president and chair of the ONCC's Fly Quiet ad hoc committee.

http://www.journal-topics.com/news/article_529b2d2e-6faa-11e6-a37e-835fb5c41454.html

- **Construction on O'Hare runways might affect noise rotation test**

Residents following the Chicago Department of Aviation's runway rotation experiment should watch for possible schedule changes in the coming weeks related to construction.

Workers will replace concrete and asphalt pavement on one of the airport's more heavily used runways, 10-Left/28-Right, starting in late August. The project means nightly runway closures possibly extending into December, although it's hoped repairs could end before the holiday season, planners said at an O'Hare Noise Compatibility Commission committee meeting Tuesday.

The city has flagged dates including the weeks of Sept. 11, Sept. 25 and Nov. 6 when construction might affect the schedule.

<http://www.dailyherald.com/article/20160817/news/160819217/>

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

Vol. 3, Issue 4 – September, 2016

- **O'Hare Night Jet Noise Draws 80 Percent Increase In Complainants**

The number of people complaining about night O'Hare Airport jet noise jumped more than 80 percent after the first month of a test program to spread out the impact of night flights.

While some northwest suburbs saw steep gains in night jet noise complainers, Chicago's 41st Ward, which is closest to O'Hare, apparently saw some relief, new data showed Friday. It has been hammered by jets likened to a "highway in the sky" ever since O'Hare dramatically changed its flight paths in October 2013 as part of an ongoing airfield overhaul.

The number of 41st Ward residents filing official complaints about night jet noise dropped by nearly 52 percent between June and July, from 314 to 207, although the total number of Chicago night complainants went up during that period.

For some areas to lose noise, others had to gain it. Complaint data released Friday to the O'Hare Noise Compatibility Commission showed that trend, with night complainants across the region rising from 8,221 in June to 14,919 in July. That's an 81 percent increase.

Among those areas seeing jumps in their night noise complainers between June, before the rotation plan, and July, after it started, were northwest suburbs. Elgin went from only two complainants to 1,654; Schaumburg, from 117 beefers to 1,475; and Elk Grove Village, from 1,032 to 2,788.

<http://chicago.cbslocal.com/2016/09/10/ohare-night-jet-noise-draws-80-percent-increase-in-complainants/>

- **Bedlam follows release of new O'Hare night flight data**

At a meeting cut short by angry outbursts from frustrated community members, city officials revealed Monday that 29 percent of overnight O'Hare Airport flights have not used runways specially selected to spread out night noise.

In response to angry outcry from citizens who were present at the meeting to request FAA response to their questions, the meeting was adjourned early.

<http://chicago.suntimes.com/politics/ohare-night-flight-data/>

Juracek said in an interview after the meeting that the plan was intended to provide interim, not permanent, relief, and the meeting was to talk about the plan while 14R/32L is still in service — not about other issues.

Note: Once the diagonal runway 14R/32L is decommissioned in 2018, the current Fly Quiet plan will no longer work.

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

Vol. 3, Issue 4 – September, 2016

<http://www.chicagotribune.com/news/local/breaking/ct-ohare-fly-quiet-meeting-20160815-story.html>

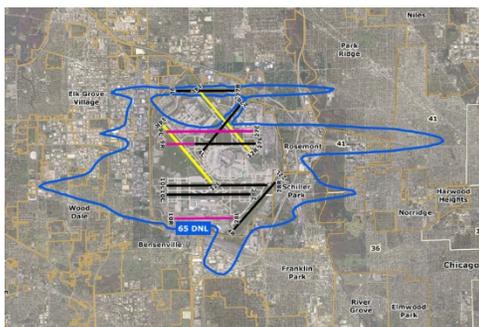
http://www.journal-topics.com/news/article_3f778106-649d-11e6-a6c6-93105d420a8f.html

FAA Awards \$20 Million In O'Hare Noise Mitigation Funding

Local representatives in Congress announced the earmarking of \$20 million in funds to accelerate soundproofing for area residents impacted by O'Hare Airport noise.

The funds are designated for those within the existing 65 to 69 DNL noise contour. The DNL is a measurement of the day/night average of decibels from aircraft noise in areas surrounding O'Hare.

- **O'Hare Noise Contour Map**



http://www.journal-topics.com/news/article_f12c1234-7089-11e6-ac56-1b63e1fa0e0c.html

- **Edison Park, Norwood Park Homes To Be Soundproofed With \$20M Federal Grant**

Hundreds of homes in Norwood Park and Edison Park directly under the path of flights to and from O'Hare Airport will be soundproofed with a \$20 million grant from the Federal Aviation Administration, federal officials announced.

A study that could result in more homes qualifying for free soundproofing is expected to be completed by the end of the year.

That study could change the level of noise the federal government considers annoying.

But the O'Hare noise contour map won't be changed to reflect new flight paths until the approximately \$8.7 billion O'Hare Modernization Program is completed in 2020, and many Far Northwest Side homeowners won't be eligible for subsidized soundproofing until 2025.

To find out whether your home is within the noise contour or qualifies for free soundproofing, go to this website. <https://gisapps.cityofchicago.org/AviationPropertyLocatorWeb/>

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

Vol. 3, Issue 4 – September, 2016

<https://www.dnainfo.com/chicago/20160901/norwood-park/edison-park-norwood-park-homes-be-soundproofed-with-20m-federal-grant>

- **Airport Selects Engineering Firm For Noise Maps**

Mead & Hunt, a national engineering firm based in Denver, has been selected to design the updated Chicago Executive Airport (CEA) Noise Exposure Maps (NEMs).

The maps, created using computer modelling software, identify levels of noise exposure throughout the airport over a projected five-year period based on a number of factors.

CEA’s previous NEMs expired in 2015. Updating the maps is a necessary step toward completing Noise Compatibility Program (NCP) noise abatement projects identified in the airport’s Part 150 study. Without updated new NEMs, the FAA will not provide any funding for NCP projects, said CEA Executive Director Jamie Abbott.

http://www.journal-topics.com/news/article_5a8f797c-707c-11e6-986a-83953ef4ddeb.html

Chicago O’Hare International Adding a New Runway to Decrease Delays and Limit Jet Noise

Starting in Mid August, construction will begin on a brand new O’Hare runway.

According to the *Chicago Tribune*, the new runway will run East to West and will help reduce delays and limit jet noise. The new 9C/27C runway will be the sixth parallel runway at O’Hare. It’ll also be the second largest runway in Chicago, at 11,245 feet long and 200 feet wide.

“This project significantly increases safety and efficiency,” said Ginger Evans, Chicago’s aviation commissioner, “and dresses the impact of airport noise by balancing O’Hare’s airfield operations.”

The \$1.3 billion infrastructure plan covers the runway’s cost and is expected to be open by 2020.

<http://www.skylinenewspaper.com/chicago-ohare-international-adding-a-new-runway-to-decrease-delays-and-limit-jet-noise/>

- **Construction set to begin on new O’Hare runway**

<http://ireader.olivesoftware.com/Olive/iReader/chicagotribune/SharedArticle.ashx?document=CTC%5c2016%5c08%5c11&article=Ar00502>

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

Vol. 3, Issue 4 – September, 2016

- **As Bulldozers Roll, Effort To Halt O'Hare Expansion Because Of Noise Ends**

Once the 11,245-foot-long, 200-foot-wide \$648.5 million runway officially known as 9C/27C opens in 2020, it will accommodate planes that now take off and land on runways on the south side of the airfield, "balancing noise exposure to communities east and west of O'Hare," said Aviation Commissioner Ginger Evans.

Northwest Side residents, as well as those who live in the western suburbs, will "truly experience noise relief" when the new runway opens, Evans said. It will be the second-longest at the airport.

<https://www.dnainfo.com/chicago/20160812/ohare/as-bulldozers-roll-effort-halt-ohare-expansion-because-of-noise-ends>

Fewer Old, Noisy Planes Flying In And Out Of O'Hare, American Airlines Says

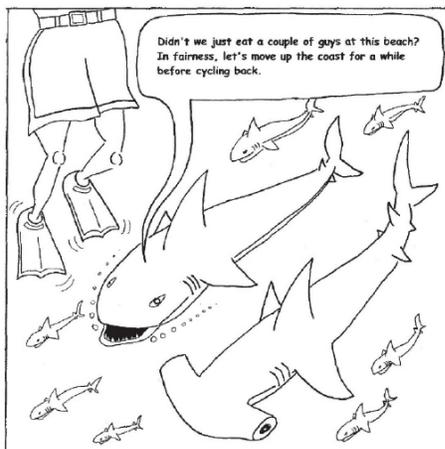
The number of "extremely noisy" planes American Airlines flying out of O'Hare Airport has dropped 65 percent during the last three years, giving Northwest Side residents a break from the loudest racket, airline officials said.

In addition, no McDonnell Douglas MD-80 aircraft will operate at O'Hare between 10 p.m.-7 a.m., said American Airlines Chicago Vice President Franco Tedeschi.

<https://www.dnainfo.com/chicago/20160914/ohare/fewer-old-noisy-planes-flying-out-of-ohare-american-airlines-says>

A Little Levity

Another View



The FAA Model For Dealing With Airplane Noise

Journal Online August 3, 2016



In the United States

California

- **Palo Alto: Committee seeks answers to growing problems with airplane noise**

A dozen representatives from Santa Clara, San Mateo and Santa Cruz counties working on solutions to airplane noise caused by new FAA flight patterns will meet again today at Palo Alto City Hall.

The Federal Aviation Administration formed the Select Committee in response to a growing chorus of complaints over flight routes and altitudes from residents stretching across three counties.

On Tuesday (7/19), the Menlo Park City Council separately adopted a resolution requesting action from the FAA to reduce aircraft noise over Menlo Park. The city said flights, centered over Belle Haven, have increased in the past year.

The city of Palo Alto independently commissioned Freytag to study how the flight patterns, frequency and altitudes have changed in relation to San Francisco, San Jose and Oakland airports.

Recently released results of the \$237,500 study confirmed what residents have been saying since at least last year: **Flights have shifted. Planes fly faster and lower. Airplane noise has increased.**

Khashayer "Cash" Alaei, a senior management analyst with the Palo Alto city manager's office, said **Freytag wrote a code to analyze all the flights going in and out of the Bay Area on two different days: July 10, 2008, and July 9, 2015.**

The **results** found that **the number of flights increased by 9.5 percent and the level of noise increased from 5 to 13 decibels in a certain range.** One flight route was found to have shifted down from San Mateo to include more of Santa Clara County whereas another route moved east, affecting Santa Cruz.

The study arms the city with data and analysis previously provided on a different scale by citizen advocacy groups, such as Sky Posse.

http://www.mercurynews.com/my-town/ci_30152222/committee-seeks-answers-growing-problems-airplane-noise

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

Vol. 3, Issue 4 – September, 2016

- **Airplane approach method to blame for Santa Cruz County's noisy skies**

Quiet Skies Norcal, an advocacy group of concerned residents from the South Bay and Santa Cruz County, **has released a series of YouTube videos detailing its research on local flight patterns.**

The videos reveal that planes are now flying level, with engines powered up, as they approach the airport. Before, pilots would idle their engines and glide in, a much quieter method.

The change happened in March 2015, when the FAA launched its **NextGen program**, a suite of procedural changes. NextGen also changed the county's flight path — the old route crossed Santa Cruz's Westside and descended over a relatively unpopulated area between the San Lorenzo Valley and Highway 17. The new path crosses Capitola, Soquel, Happy Valley and the Summit, said Eric Rupp, executive committee member of Save Our Skies Santa Cruz, a local group partnered with Quiet Skies Norcal.

To understand what was happening, Shelef, **an engineer who lives in the Summit area, and others his group collected 2014 and 2015 plane location and altitude data from the FAA, using the Freedom of Information Act.** Since 2016 data is not yet available, **they bought a \$20 gadget from Amazon, to track each plane's data in real time.**

What's happening is that planes are flying as much as 10 miles level, with power, as they cross Santa Cruz County, Shelef said. That's catastrophic for noise, he said.

<http://www.santacruzsentinel.com/article/NE/20160804/NEWS/160809798>

- **Taking county to court over aircraft noise**

A resident who lives near San Carlos Airport, south of San Francisco filed suit in Small Claims Court claiming the county owed him \$5,000 because it had failed "to mitigate the continuous public nuisance of very loud aircraft flying over my home." While he initially won a \$1,000 settlement, that was appealed by the county. Since then, three others have filed suits, ranging from \$5,000 to \$10,000.

If residents could win lawsuits claiming local governments have a responsibility to stop nuisance noise from airports, "you'd have people constantly suing you," Mr. Horsley (County Supervisor) said. "They'd end up shutting (all airports) down."

Local government, he said, does not have authority over airport noise. "The only thing we can control is the land."

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

Vol. 3, Issue 4 – September, 2016

Public nuisance is defined in this way:

"Anything which is injurious to health, including, but not limited to, the illegal sale of controlled substances, or is indecent or offensive to the senses, or an obstruction to the free use of property, so as to interfere with the comfortable enjoyment of life or property, or unlawfully obstructs the free passage or use, in the customary manner, of any navigable lake, or river, bay, stream, canal, or basin, or any public park, square, street, or highway, is a nuisance." (California Civil Code, Section 3479.)

A public nuisance is defined as "one which affects at the same time an entire community or neighborhood, or any considerable number of persons, although the extent of the annoyance or damage inflicted upon individuals may be unequal." (California Civil Code, Section 3480.)

<http://www.almanacnews.com/square/2016/08/09/taking-county-to-court-over-aircraft-noise>

- **FAA threatens to take legal action against Santa Monica for its effort to shut down the city airport in 2018**

The Federal Aviation Administration has threatened legal action against Santa Monica over its effort to reduce flight operations at the city's airport, force out aeronautical tenants and close the historic facility within two years.

<http://www.latimes.com/local/lanow/la-me-ln-faa-letter-20160830-snap-story.html>

- **Press Release – FAA Issues Record of Decision for Southern California Metroplex Project**

The Federal Aviation Administration (FAA) has issued a Finding of No Significant Impact/ Record of Decision for the Southern California Metroplex project.

The decision enables the agency to move forward with the project, which will replace dozens of existing conventional air traffic control procedures with new satellite-based procedures. Prior to making the decision, the FAA conducted thorough environmental reviews and approximately 90 public meetings and stakeholder briefings. The agency also evaluated and responded to thousands of public comments, and made a number of changes in response to public input.

http://www.faa.gov/news/press_releases/news_story.cfm?newsId=20774

- **FAA Rejects Tighter Flight Plan Around Point Loma**

A proposal to tighten the loop made over Point Loma by some aircraft departing Lindbergh Field, possibly increasing jet noise in the neighborhood, was rejected by the Federal Aviation Administration, county Supervisor Greg Cox said Friday.

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

Vol. 3, Issue 4 – September, 2016

<http://patch.com/california/lajolla/faa-rejects-tighter-flight-plan-around-point-loma>

District of Columbia

- **National Airport Noise Working Group Submits Recommendations to FAA**

The Reagan National Community Noise Working Group submitted noise abatement recommendations to the Federal Aviation Administration on Aug. 11. The proposal would modify flight paths south of Ronald Reagan Washington National Airport to reduce aircraft noise.

<http://www.localkicks.com/community/news/national-airport-noise-working-group-submits-recommendations-to-faa---source-alexandria-news>

- **Airport receives \$17 million in grants**

The Department of Transportation has awarded Alexandria International Airport nearly \$17 million in federal grant funds.

The total amount of \$16,975,000 represents grant funding for three separate projects.

A \$10 million grant will fund noise mitigation measures at residences adjacent to the airport to meet requirements outlined in the latest Airport Noise Compatibility Plan.

A \$4.95 million grant will fund construction of an emergency access road to improve emergency personnel’s ability to respond to emergency and evacuation activities at the airport.

A \$2.025 million grant will fund reconstruction of 63,500 square yards of apron pavement that has reached the end of its useful life.

<https://www.google.com/url?rct=j&sa=t&url=http://www.thetowntalk.com/story/news/2016/08/26/airport-receives-17-million-grants/89434312/&ct=ga&cd=CAEYFSouUMTc2MTY4NDEyMjgxNTYwNDk1MTlyGjkzMDNjNWFiNWFiYjg4Zjk6Y29tOmVuOIVT&usg=AFQjCNGbIRM01DKWgJxB7ymGwDcLF-hrpA>

Idaho

- **Central Idaho officials approve airport noise study**

<http://www.washingtontimes.com/news/2016/aug/8/central-idaho-officials-approve-airport-noise-stud/>

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

Vol. 3, Issue 4 – September, 2016

Maryland

- **Neighbors Fed Up With Noise From BWI Airport**

<http://baltimore.cbslocal.com/2016/07/19/neighbors-fed-up-with-noise-from-bwi-airport/>

- **Howard officials, FAA work to address 'unacceptable' noise levels**

After more than a year of back and forth, Howard County officials said they are working with the Federal Aviation Administration to address residents' concerns about increased noise from Baltimore/Washington International Thurgood Marshall Airport.

The FAA plans to review possible plans for altitude changes and will jumpstart a formal review with community input on the increased noise. The FAA plans to meet with the Maryland Aviation Administration and Howard County representatives in mid-September to determine how to address the issue.

<http://www.baltimoresun.com/news/maryland/howard/elkridge/ph-ho-cf-bwi-noise-follow-0721-20160719-story.html>

- **New Flight Plans at BWI Bring Jets Lower, Cause Headaches for Neighbors**

New flight patterns at BWI Thurgood Marshall Airport introduced by the Federal Aviation Administration in 2015, part of a nationwide air traffic update intended to save the airlines tens of billions of dollars. The FAA estimates that its \$35 billion NextGen air traffic update will save \$160 billion in fuel and other costs through 2030.

<http://www.aviationpros.com/news/12255629/new-flight-plans-at-bwi-bring-jets-lower-cause-headaches-for-neighbors>

Minnesota

- **New Planes, Less Noise Coming to Minneapolis-St. Paul International Airport**

Minneapolis-St. Paul International Airport received more than 10,000 noise complaints in the month of July, but give those loud flights a closer look and you'll see many of the top 10 have something in common: the MD-80, a plane well known to many who live nearby.

late last month, American Airlines retired 20 MD-80's that fly into MSP. While they once operated as many as 370 of them here, they'll be all of the way down to 53 before the end of the year. The airline expects to retire their full fleet by 2018, and when you add in Delta retiring

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

Vol. 3, Issue 4 – September, 2016

their full fleet of MD-80's by 2020, officials believe things should get a little quieter even if airport noise never completely goes away.

<http://kstp.com/news/minneapolis-st-paul-international-airport-noise-complaints-md-80/4253156/>

New York

- **New York senators want to re-establish EPA oversight on plane noise**

New York Senators Charles Schumer and Kirsten Gillibrand introduced new legislation last Friday that **empowers the EPA to oversee airplane noise issues across the country**, including in the noise-plagued neighborhoods surrounding JFK and LaGuardia airports. While the Federal Aviation Administration currently oversees airplane noise issues, Schumer and Gillibrand explained that the **EPA is better fit to address these matters**.

Due to budget cuts in 1981, the EPA's Office of Noise Abatement and Control was dismantled and the FAA was given oversight into all matters involving airplane noise pollution. Schumer and Gillibrand's "Quiet Communities Act of 2016" would restore the EPA's office and would require the EPA Administrator to conduct a study of airport noise and examine the FAA's selection of noise measurement methodologies, health impact thresholds, and abatement program effectiveness."

http://www.timesledger.com/stories/2016/30/airplanenoise_2016_07_22_q.html

<http://queenstribune.com/schumer-gillibrand-take-plane-noise/>

- **Lawmakers call on FAA to re-examine jet noise from JFK**

Many residents in North Hempstead are calling on the Federal Aviation Administration to re-examine its Airport Noise Reduction Program.

Sen. Jack Martins says the jet noise from JFK is disrupting the daily routine of homeowners and even affecting their health.

"We know that there are **health consequences** from that, we know that people are going [to] face health consequences," says Sen. Martins. "We have to be honest with people and we have to make sure we measure properly. And we have to make sure the federal government and the FAA is doing everything they can to reroute these planes from overhead."

Martins says health studies have proven that jet noise causes hypertension and breathing problems. He wants the FAA to redirect approach and departure patterns to the south.

<http://longisland.news12.com/news/lawmakers-call-on-faa-to-re-examine-jet-noise-from-jfk-1.12104461>

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

Vol. 3, Issue 4 – September, 2016

- **Plane noise workshop set**

The Port Authority of New York and New Jersey has scheduled a LaGuardia Airport public workshop for its Part 150 Noise Compatibility Study in September.

http://www.qchron.com/editions/queenswide/plane-noise-workshop-set/article_672922e8-402f-54bc-bbb7-fe36644fc339.html

- **JFK airport noise report**

The Port Authority of New York and New Jersey will present an update on its noise compatibility study — also known as a part 150 study — for John F. Kennedy International Airport from 7 to 9 p.m. on Sept. 15 at the St. Clare Catholic Academy Auditorium in Rosedale.

The study deals with noise levels to which those who live around Kennedy Airport are exposed. The study also is intended to outline a program to reduce noise.

The meeting is being sponsored by the Eastern Queens Alliance, and all residents who have concerns about air and noise pollution associated with airport operations are invited to attend.

http://www.qchron.com/editions/eastern/jfk-airport-noise-report/article_55930d45-d07f-56fc-bf3c-083ace9da2cd.html

- **Residents near Kennedy dissatisfied with noise study progress**

<http://www.newsday.com/news/new-york/residents-near-kennedy-complain-about-airplane-noise-1.12324023>



What's happening around the world?

Australia

- **Badgerys Creek Airport: Final EIS with reduced noise impacts a 'con job'**

The final Environmental Impact Statement for the planned airport includes a number of specific commitments, announced by the federal Urban Infrastructure Minister, Paul Fletcher.

The EIS recommends no single flight merge point be allowed over Blaxland or any other residential community and it gives preference to "head to head" flights from 11:00pm to 6:00am.

"That means aircraft both taking off and landing from the south-west at night when it's safe to do so, and that's expected to be the great majority of the time," Mr Fletcher said.

"Basically, there will still be aircraft flying over communities of the Blue Mountains at 4,000 feet, 24 hours a day, seven days a week; there will be no night time curfew and there will be planes flying low.

"At the end of the day this is still something that threatens not just the quality of life of residents but also our economy, because if World Heritage listing is threatened that will cost us tourists," Mr Greenhill said.

<http://www.abc.net.au/news/2016-09-15/badgerys-creek-airport-environment-impact-statement-finalised/7846428>

- **Badgerys Creek airport: New bid to limit noise from jet aircraft**

Western Sydney residents will be further protected from aircraft noise from the airport at Badgerys Creek, with the **Turnbull government banning single merge points for aircraft movements over any residential area.**

http://www.heraldsun.com.au/subscribe/news/1/index.html?sourceCode=HSWEB_WRE170_a&mode=premium&dest=http://www.heraldsun.com.au/news/badgerys-creek-airport-new-bid-to-limit-noise-from-jet-aircraft/news-story/4663d6edf50e5f4bbfc89bee4a233039&mementype=anonymous

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

Vol. 3, Issue 4 – September, 2016

- **RAWSA's response to Western Sydney Airport EIS**

The Residents against Western Sydney Airport have weighed into the recent EIS results, released last week by the Minister for Urban Infrastructure, Paul Fletcher.

"In a nutshell, what we got from the briefing session was uncertainty and contradictions," Mr Dollin said.

"The major key to the impacts are flight paths, however, we were advised that a comprehensive airspace planning and design process has not been undertaken and it would take several years before they would do so. What the EIS shows are only indicative best guess flight paths."

Mr Dollin said the event followed "a gratuitous and disingenuous display by the Federal Infrastructure Minister, Mr Paul Fletcher, earlier in the week who went on a media blitz to sell the project using selective data to dress up the positives and ignore the many negatives".

"For example, they acknowledge "noise impacts increase the likelihood of sleep disturbance, cardiovascular disease and learning and cognitive development in children" then they dismiss that impact, by saying "however such impacts would be confined to areas around the airport site".

"We all know that aircraft noise impacts spread far and wide and are not confined to the airport site. Sydney Airports Community Forum fields daily noise complaints from all parts of Sydney including the Blue Mountains."

"The EIS says that during night flights residential areas and noise sensitive facilities will be avoided and head-to-head operations will be used. Again, how can they confidently predict that when actual flight paths will not be known for many years?"

<http://www.bluemountaingazette.com.au/story/4174423/rawsas-response-to-airport-eis/>

Germany

- **Birds adjust their singing activity around airport noise**

Scientists from the Max Planck Institute for Ornithology in Seewiesen have determined that birds near Berlin's Tegel airport, one of Europe's largest, **start singing significantly earlier in the morning than their counterparts at quieter locations.** What's more, they discovered that chaffinches **stop singing when the noise from air traffic exceeds a threshold of 78 decibels (A).**

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

Vol. 3, Issue 4 – September, 2016

Noise pollution caused by humans has been shown to have a negative impact on health and wellbeing - and criticism is frequently directed at the massive noise levels generated by air traffic in particular. However, noise pollution affects not only humans, also the acoustic communication that is so vital to birdlife can be lost in the din. **Since the two most important functions of birdsong are territorial defence and the attraction of a mating partner, disturbances by noise can impair their reproductive success.**

<http://phys.org/news/2016-09-birds-adjust-airport-noise.html>

India

- **Airport noise levels come under scan**

The civil aviation ministry has asked major airports, including those in Delhi, Mumbai and Calcutta, to furnish data on noise pollution caused by flight movements.

The move follows a recent National Green Tribunal directive asking the Centre to specify noise levels at the Delhi airport between 10pm and 7am.

The tribunal had also directed the government to inform it about steps taken to monitor noise standards near other airports. The ministry has now sought such data from these airports in two time slots - late-night hours (10pm to 7am) and peak hours of the day (9 to 11am and 6 to 9.30pm). "We have asked all major airports to collate and provide similar data during peak operational hours. It will help us decide on measures to control noise pollution," a senior ministry official said.

An AAI spokesperson confirmed having received the ministry letter seeking the noise-related information. However, he argued the aviation industry could not alone be held responsible. "Most airports are located at a considerable distance from city limits and that should reduce any impact of the high noise levels. But in recent years, there has been rampant construction around airports and people face more noise hazards."

http://www.telegraphindia.com/1160727/jsp/nation/story_99034.jsp#.V8TQoZgrLNM

- **Keeping the noise down at airports in India**

In a first in India, Mumbai's international airport, the Chhatrapati Shivaji International Airport (CSIA), will now be able to identify aircraft that are the noisiest during take-offs, landing and during parking, round-the-clock.

To reduce the impact of noise on nearby residential areas, the **CSIA has installed NoiseDesk, a web-based noise-monitoring system, which is replicated from London's Southend Airport.**

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

Vol. 3, Issue 4 – September, 2016

The move comes after India's aviation regulator, **the Directorate General of Civil Aviation (DGCA), issued a Civil Aviation Requirement in January to contain noise around airports and conduct noise-mapping on the premises because of the increase in new airlines that has led to high noise levels.**

International airport noise limits (in dB):

JFK New York 99dB

Brussels, Belgium 100dB

Gatwick, London 94dB

Osaka, Japan 107dB

Rio de Janeiro, Brazil 118.4dB

Rome, Italy 103dB

(Source: Civil Aviation Technical Centre, New Delhi.) – Hindustan Times/Tribune News Service

<http://www.thestar.com.my/news/nation/2016/07/31/keeping-the-noise-down-at-airports-in-india-one-city-has-taken-steps-to-reduce-noise-pollution-from/>

United Kingdom

- **Luton Airport flight path changes "unfair to Hertfordshire residents"**

Complaints about plane noise from Luton Airport have leapt by 78 per cent, with **residents saying their lives have been "devastated" by detrimental flight path changes.**

Flight movement maps in the report, recording westerly and easterly movements over a 24 hour period in March, show a concentration of planes flying over many urban areas in Herts, including St Albans district, Stevenage, Letchworth and Welwyn Garden City.

Yet, the skies above Luton, and the immediate area around the town - apart from the airport's location in the south - appear to be mostly devoid of aircraft by comparison.

Based on using software assistance to navigate flights, using a network of beacons to follow a designated route, **RNAV is designed to channel aircraft down a narrow track – but if you live underneath it, you suffer from increased noise.**

http://www.hertsad.co.uk/news/luton_airport_flight_path_changes_unfair_to_hertfordshire_residents_1_4630000

- **Heathrow Airport unveils new noise reduction bid to appease angry locals**

Pilots have been told to delay the point when they lower the wheels beneath the planes - which causes wind noise which can be heard by residents – until they are nearer the runway.

The changes will not alter the safety of the landings, an airport spokesman said. Heathrow has told airlines the wheels could be lowered 4.6 miles from the runway, rather than the current average of eight miles, without any risk.

The change is part of a plan to appease residents living near to the airport and reduce opposition to a third runway, The Times reported.

<http://www.standard.co.uk/news/london/heathrow-airport-unveils-new-noise-reduction-bid-to-appease-angry-locals-a3323276.html>

- **Heathrow Invests in New Noise Monitoring Equipment**

Heathrow has selected Brüel & Kjær to deliver, **install and service 50 new noise monitoring terminals at and around the UK's busiest gateway.**

The units will increase Heathrow's noise monitoring capacity and expand its leading-edge noise abatement programme.

A mix of permanent and portable terminals will provide unattended sound level monitoring to accurately and reliably measure, record, process, store and transmit noise data to Heathrow's Airport Noise and Operations Management system, ANOMS.

<http://www.airport-world.com/news/general-news/5775-heathrow-invests-in-new-noise-monitoring-equipment.html>

- **Heathrow's Third Runway: Delayed, Delayed, Delayed**

We will set out next steps in due course.' So said the government last week, when asked about whether or not it intended to build another runway at Heathrow airport. Theresa May's government is on the back foot after *Channel 4 News* reported on an email destined for the chief of the Cabinet Office's propriety and ethics team. The email discussed plans to give MPs a free vote on Heathrow's fate. So, rather than make this decision on the basis of clearly articulated positions, and a clear party line, the outcome would be determined by MPs' individual whims, their 'conscience', or, more likely, the NIMBYs of their constituencies. It was, in short, an act of political cowardice.

http://www.spiked-online.com/newsite/article/heathrows-third-runway-delayed-delayed-delayed/18771#.V-Fau_ArLNM