

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

Vol. 3, Issue 5 – November, 2016



In our neck of the woods

Aviation officials urged to track low-flying O'Hare planes

Responding to complaints about low flying jets, the **O'Hare Noise Compatibility Commission's Technical Committee has requested that the City of Chicago investigate**. Park Ridge resident Al Rapp, a leader of the Fair Allocation in Runways citizen coalition, asked the committee to **also analyze deviating altitudes of departing jets, especially those that he said have been making "extreme" turns over Park Ridge**.

<http://chicago.suntimes.com/politics/aviation-officials-urged-to-track-low-flying-ohare-planes/>

Commission bemoans jump in mystery O'Hare jet noise complainers

As new air traffic patterns took hold in August, **the number of people complaining about O'Hare Airport jet noise more than doubled from a year ago, but the number of those people who also won't say where they live jumped even more — by 40-fold**. The mystery complainants are mucking up O'Hare's ability to accurately track and plot the location of jet noise beefs, some members of the O'Hare Noise Compatibility Commission said Friday.

<http://chicago.suntimes.com/news/commission-bemoans-jump-in-mystery-ohare-jet-noise-complainers/>

O'Hare Noise Complaints Increase in September Despite Fewer Flights

Chicagoans have now lodged more than 1.2 million complaints in 2016, continuing to outpace last year, according to data released by the commission. Factoring in surrounding suburbs, the total number of objections nearly hit 3.5 million for the year.

Still, a heavy plurality of the complaints have been traced back to "a handful of addresses," aviation planner Jeffrey Jackson said at a Friday meeting.

The largest month-to-month surge in complaints came from the 41st Ward, which includes Norwood Park, Edgebrook and Edison Park, rocketing from 71,987 in August to 85,128 in September.

Meanwhile, complaints dropped by nearly half during that time in the 39th ward, which includes parts of Edgebrook, Old Irving Park and Albany Park.

<https://www.dnainfo.com/chicago/20161104/ohare/ohare-noise-complaints-compatibility-commission-41st-ward>

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Tax Relief for Homes In 4 Townships Near O'Hare

A newly released study from the Cook County Assessor's Office confirms that **being geographically too close to an airport can negatively affect property values, as measured by sales prices.**

It means that, for the first time, four townships around the north and eastern edges of the O'Hare flight patterns, will get some financial relief for being located where they are, in the form of reduced property evaluation and therefore, reductions that affect the property taxes they pay.

It will impact properties in portions of Maine, Leyden, Norwood Park and Jefferson townships.

http://www.journal-topics.com/news/article_4b5af3b0-8b29-11e6-ad71-cfc2f004b487.html

ONCC Tackles Reporting, Reassessments

Fly Quiet reports have been enhanced to include graphics and statistics for a week and its individual days, and will be posted online.

Representatives at 10/7 ONCC meeting have requested a presentation from the Cook County Assessor's office given the recent news of reassessments taking place near O'Hare. Schiller Park Mayor Barbara Pilthaver agreed she would like to see the report, but worried that it would "redline" properties in her Leyden community and make them more difficult to sell.

http://www.journal-topics.com/news/article_f9ce58ee-8f28-11e6-8fea-6b311ee8569f.html

Effort To Quiet O'Hare Night Skies Working About Half The Time, Data Shows

Planes landed and took off as promised about half the time during the first three months 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 Aviation Department shows that storms, construction projects, high demand and required safety inspections often prompted air traffic controllers and airport officials to divert planes from the runways that were supposed to keep designated areas quieter.

<https://www.dnainfo.com/chicago/20161010/ohare/effort-quiet-ohare-night-skies-working-about-half-of-time-data>

Fly Quiet 'Take 2': Is It Working?

The Fly Quiet II test, approved by the Federal Aviation Authority, is important in a number of ways: generating data, proving theories, and reinforcing a cooperation between agencies, based on years of groundwork.

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ONCC Chair Arlene Juracek of Mount Prospect said there is evidence that the night noise is being shared more equitably again, with complaints even registered from Harvard, which is in the far northwestern part of the Metro area.

Landrum & Brown, CDA's consultants, said they get many reports from people at "unknown address" for particular towns, which could be from a single caller. Others won't even leave a community name.

Three addresses in Bensenville, meanwhile, represented 112,572 of the 117,819 calls received in that community in August.

In Niles, 7,064 of 7,559 callers were from one address. In Park Ridge, 9,526 of 30,190 complaints were from a single address.

Four Elk Grove Village addresses contributed 25,929 of 58,929 complaints. Another 28,213 in the village refused to leave a specific address.

Of 130,139 complaints identified from Chicago, 56,060 came from six addresses, and 18,820 were listed as "ward unknown." The 41st Ward had the highest number of identified complaints. Six northern wards are monitored individually.

http://www.journal-topics.com/news/article_402fecb8-9630-11e6-804f-13ec470faacd.html

Residents encouraged to take survey on O'Hare noise

There is an on-line survey which will be part of the evaluation of Fly Quiet. To participate in the survey, visit surveymonkey.com/r/flyquiet.

<http://www.dailyherald.com/article/20161017/news/161018875/>

Why All That Noise? Village Officials Provide Insight About Airplanes Over Woodridge

The Fly Quiet Runway Rotation Test is what Woodridge village officials think has been disturbing their residents. The rotation test is designed to change overnight flight paths in rotations of 25 weeks — or six months — in 12 weekly periods. The complex schedule was designed to balance overnight noise in affected areas under the flight paths.

<http://patch.com/illinois/woodridge/why-all-noise-village-officials-provide-insight-airplanes-over-woodridge>

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Can St. Charles do anything about O'Hare jet noise?

"The reality is the reconfiguration of the runways is a six-month test that runs through December," said Geneva Mayor Kevin Burns at that meeting. "After that, they will assign (runways) based on safety. I am completely opposed to passing a resolution that, in all purposes, is not worth the paper it's written on."

Burns said communities closer to the airport have dealt with much more noise, for a much longer time, without seeing much relief resulting for their own complaints.

"We are all now participating in the quintessential let's-share-the-pain program," Burns said.

<http://www.dailyherald.com/article/20161025/news/161029268/>

Chicago Readies \$1.1 Billion O'Hare Refunding

<http://www.bondbuyer.com/news/regionalnews/chicago-readies-11-billion-ohare-refunding-1116209-1.html>

O'Hare Runway Project Wins Project of the Year Award

The Construction Management Association of America (CMAA) has named a new runway built at O'Hare International Airport as 2016 Project of the Year.

http://www.aviationpros.com/press_release/12278399/ohare-runway-project-wins-project-of-the-year-award-from-cmaa

FAA seeks to overcome perception NextGen is not delivering

FAA is about halfway through an 18-year ATC modernization initiative encompassing a variety of technologies and procedural changes, all coming under the umbrella of NextGen. A number of members of Congress and US airline executives have complained that **NextGen has moved too slowly**.

Part of the problem, Eck said, is that much of FAA's focus has been on building foundational technologies to make NextGen capabilities possible, and the full benefits will only be realized once all of the elements come together. FAA expects NextGen's benefits "to rise exponentially when we get all of these things in place," Eck said, noting that the agency estimates \$160.6 billion in total NextGen benefits for US National Airspace System (NAS) users by 2030.

<http://atwonline.com/air-traffic-management/faa-seeks-overcome-perception-nextgen-not-delivering>



In the United States

Most Airport Noise Complaints Come From a Handful of Cranks

Anyone who hates noise would be crazy to live near an airport, right? You’d think so, but some people chose homes close to airports *and* choose to complain about the noise. It’s not a lot of people, but a handful of obsessives. **The vast majority of airport-noise complaints come from only a few affected households**—and some that aren’t affected at all.

- Ronald Reagan Washington National Airport (DCA): Two individuals at one residence in NW DC accounted for 6,852 complaints (78 percent).
- Washington Dulles International Airport (IAD): One individual in Poolesville, MD, 13 miles away from the airport, accounted for 1,024 complaints (84 percent).
- Denver International Airport (DEN): One individual in Strasburg, CO, 30 miles from the airport, accounted for 3,555 complaints (73 percent)
- Las Vegas McCarran International Airport (LAS): One individual accounted for 450 calls in September 2015 (98 percent of monthly total).
- Los Angeles International Airport (LAX): One individual in Monterey Park, CA, accounted for 489 complaints during June 2015 (50 percent of monthly total).
- Seattle-Tacoma International Airport (SEA): Three individuals accounted for 648 complaints (64 percent).

<http://www.citylab.com/commute/2016/10/most-airport-noise-complaints-come-from-a-handful-of-cranks/504494/>

A Handful of People Makes Majority of U.S. Airport Noise Complaints

Dourado (*) and his co-author on a new study of airport noise complaints found that most of the calls are coming from a small group of people who are unusually irritated by what they’re hearing, suggesting that costly decisions about noise mitigation—which can ultimately increase the cost of flying—may be driven by the complaints of a select few.

These aggrieved citizens may feel justified in reporting their displeasure, but their complaints can produce policies that leave everyone else holding the bag.

According to Dourado, when the Federal Aviation Administration (FAA) makes rules to limit noise—based in part on complaints like these—it can prevent improvements in airport infrastructure, increase the cost of flights, and increase the carbon footprint of air travel.

* Eli Dourado, a researcher at the libertarian Mercatus Center

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<http://www.citylab.com/commute/2016/10/most-airport-noise-complaints-come-from-a-handful-of-cranks/504494/>

California

Politicians to propose Bay Area, Santa Cruz County flight noise solution

A committee of politicians working with the FAA to reduce airplane noise over Santa Cruz, San Mateo and Santa Clara counties will recommend a solution next month, but relief won't come until 2018.

Thursday, the Select Committee on South Bay Arrivals met at Palo Alto City Hall to discuss "DAVYJ," a flight path **proposed in August and meant to address the noise issue. DAVYJ would route planes bound for San Francisco International Airport over a relatively unpopulated area between the San Lorenzo Valley and Highway 17. It's nearly identical to an old flight path, which had few noise complaints.**

The current flight path into the airport, called "SERFR," crosses Capitola, Soquel, Happy Valley and the Summit. It's garnered more than 3 million noise complaints since going into effect in March 2015.

"Returning to that historic flight path will not bring greater noise than what had been there for decades, which no one complained about, which some of us have been advocating since this whole thing started," Leopold said.

<http://www.santacruzsentinel.com/article/NE/20160930/NEWS/160939966>

Peninsula Residents Sue FAA Over Noise From Low-Flying Planes

Some Peninsula residents are **suing the Federal Aviation Administration over a flight plan that allows planes to fly at lower altitudes in the area.**

The change, which went in effect two years ago, has made residents in Portola Valley and Palo Alto frustrated over loud noise from the low-flying jets.

Peninsula residents suing the FAA said there **were no public hearing on the change.** In addition, the **FAA did not conduct any environmental impact testing,** residents said.

Residents in Portola Valley said they do not want to push air traffic over other neighborhoods. They are hoping the lawsuit will prompt the FAA to change the flight plans back over the ocean or the Bay.

<http://www.nbcbayarea.com/news/local/Peninsula-Residents-Sue-FAA-Over-Noise-From-Low-Flying-Planes-320368501.html>

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Newport Beach sues FAA over proposed flight routes

Newport Beach filed a lawsuit in federal court Thursday **challenging the accuracy and efficacy of the Federal Aviation Administration's environmental assessment of a proposal to reroute flights at John Wayne and 20 other Southern California airports.**

The U.S. 9th Circuit Court of Appeals complaint centers on the FAA's Metroplex project, which intends to replace traditional ground-based air traffic procedures with a GPS-based system of air traffic management, redesign the airspace and alter the arrival and departure procedures for jets at several Southern California airports.

Newport Beach **contends in the lawsuit that the analysis of the noise, air quality, greenhouse gas emissions and cumulative impacts of the project on local residents is insufficient.** The city also alleges there are **significant cyber-security risks** related to the project that were not addressed in environmental documents.

<http://www.latimes.com/socal/daily-pilot/news/tn-dpt-me-faa-lawsuit-20161028-story.html>

Newport Beach is suing the FAA over new flight plans, and Culver City is expected to follow

Citing concerns about the potential for increased aircraft noise and pollution, Newport Beach officials sued the Federal Aviation Administration on Thursday, alleging that the agency's plan to reroute flights across the region was completed without adequate environmental review. **Culver City officials said they expect to file an almost identical suit on Friday.**

Both cities seek court orders to **set aside project approvals and unsupported findings in the environmental analysis.** In addition, they request that the **project be halted until the FAA fully complies with the environmental policy act.**

Newport Beach's lawsuit was filed with the U.S. Ninth Circuit Court of Appeals, which handles cases against federal agencies. The suit **alleges violations of the National Environmental Policy Act.**

Both cities seek court orders to set aside project approvals and unsupported findings in the environmental analysis. In addition, they request that the project be halted until the FAA fully complies with the environmental policy act.

The Culver City and Newport Beach lawsuits are part of a growing number of legal challenges around the country that dispute the findings of the environmental review for Metroplex. Similar cases are pending in Boston, New York, Phoenix and the Bay Area.

<http://www.latimes.com/local/lanow/la-me-ln-culver-lawsuit-20161027-story.html>

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Laguna Sues FAA Over Airport Noise

The City of Laguna Beach filed a federal lawsuit against the Federal Aviation Administration that argues that new departure and approach patterns at John Wayne Airport were imposed without a full assessment of their environmental impact.

The suit, which was filed Friday, Oct. 25, in the U.S. 9th Circuit Court of Appeals, follows within a day a similar suit filed last week by the City of Newport Beach.

The Laguna lawsuit "deals with the same subject matter, but **the thrust in the Laguna Beach case is primarily the effects of noise levels,**" City Attorney Phil Kohn said in explaining why Laguna had not joined Newport's suit. Given Newport's closer proximity to John Wayne Airport, its concerns are broader, involving air quality and greenhouse emissions as well as noise, Kohn said, adding that the court may later decide to consolidate the cities' actions into one case.

<http://www.lagunabeachindy.com/laguna-sues-faa-airport-noise/>

FAA will investigate Santa Monica's 'starvation strategy' to shut down its municipal airport

The Federal Aviation Administration announced Tuesday that it would investigate Santa Monica's so-called starvation strategy that could close the city's embattled airport within two years.

FAA officials said they also plan to scrutinize the city's airport leasing policy, a proposal to limit fuel sales and efforts to reduce jet operations until federal courts rule on whether the airport can be shut down.

The FAA contends that the city's actions might violate various federal agreements that require the airport to remain open and made available to the public "on reasonable terms" and "without unjust discrimination" to all types of aircraft and aeronautical activities.

Santa Monica officials say that as the airport's proprietor and operator, the city has a legal right to protect the health, safety and welfare of the environment and local residents. Any contractual agreements with the federal government, the city contends, do not nullify that right.

<http://www.latimes.com/local/lanow/la-me-ln-airport-investigation-20160926-snap-story.html>

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Colorado

Proposed Longmont development faces airport noise questions

Longmont's Airport Advisory Board is objecting to a proposed residential development that they say would be directly under the flight path of planes using Vance Brand Municipal Airport.

http://www.timescall.com/longmont-local-news/ci_30384919/proposed-longmont-development-faces-airport-noise-questions

District of Columbia

Residents seek answers on airplane noise

Alexandria residents working with federal and airline officials said they have come up with some ideas to reduce the amount of noise from planes departing from Reagan National Airport, although some will take at least a year to implement.

City council heard from Alexandria's resident appointees to the airport's community noise working group at a meeting last week. The group is made up of representatives of the various jurisdictions surrounding the airport, as well as officials from the Metropolitan Washington Airports Authority, which operates Reagan National on behalf of Congress, the Federal Aviation Administration and private airlines.

Since the 1980s, the FAA has imposed restrictions on the types and models of planes that can take off and land at night, but the Airport Noise and Capacity Act of 1990 essentially prohibits the agency from revoking nighttime certification from older aircraft.

Another recent change leading to more air traffic over Old Town — but less in other neighborhoods — was the FAA's transition from a radar-based safety system to the GPS- and satellite-based NextGen system, Thayer said. The result means planes' flight paths are a lot more precise and therefore more concentrated.

"The FAA has brought the issue of diverting aircraft prior to reaching the waypoint to the attention of air traffic control," Thayer said. "They've requested that diversions be limited only to those circumstances required by safety."

<http://alextimes.com/2016/09/residents-seek-answers-on-airplane-noise/>

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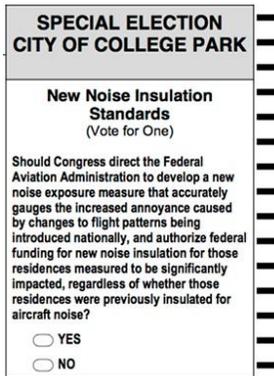
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Georgia

College Park Sees Airport Noise Vote As National Catalyst

When College Park residents go to the polls on Election Day, they'll see an unusual question on the ballot. **The non-binding resolution asks whether city officials should urge Congress and the Federal Aviation Administration to reassess how they assess noise levels around Hartsfield-Jackson Atlanta International Airport.**

Now, College Park City Councilman Ambrose Clay hopes to do something about it. He's behind a ballot initiative that **could eventually allow affected homeowners to insulate their houses without them having to pay for it.**



Should Congress direct the Federal Aviation Administration to develop a new noise exposure measure that accurately gauges the increased annoyance caused by changes to flight patterns being introduced nationally, and authorize federal funding for new noise insulation for those residences measured to be significantly impacted, regardless of whether those residences were previously insulated for aircraft noise?

<http://news.wabe.org/post/college-park-sees-airport-noise-vote-national-catalyst-0>

Kentucky

Cargo flights stir noise complaints

Each fall, large cargo planes full of car parts leave Bowling Green-Warren County Regional Airport bound for vehicle assembly lines around the country. And each fall, there are complaints about the resulting noise. This year, there was an increase in flights and what seemed to be a resulting increase in complaints on social media and to public officials.

http://www.bgdailynews.com/news/cargo-flights-stir-noise-complaints/article_f7871413-0d80-5384-8cf2-556e5c368731.html

Maryland

BWI Airport neighbors call for noise solutions at meeting with FAA officials

Frustrated neighbors of BWI Thurgood Marshall Airport filled a school cafeteria in Linthicum on Thursday night for a chance to confront Federal Aviation Administration officials about the **increased jet noise caused by new, lower flight paths over their homes.**

FAA representatives greeted about 100 people at Lindale Middle School and explained the reasoning for the adjusted flight patterns — part of a \$35 billion nationwide air traffic overhaul intended to modernize routes and save the airlines tens of billions of dollars in fuel. The plan will save \$160 billion in fuel and other costs through 2030, according to the FAA.

But several of the upset residents said **they didn't come to be educated on the reasons for the new patterns. They want them reversed, they said, to be able to sleep at night and not have conversations interrupted by planes flying over — problems that they said didn't exist before.**

<http://www.baltimoresun.com/news/maryland/bs-md-faa-bwi-noise-20161027-story.html>

Massachusetts

Officials will study plane noise after complaints about Logan

Facing increasing pressure from lawmakers, the Federal Aviation Administration and the Massachusetts Port Authority said they will consider changes to flight patterns in and out of Logan International Airport that have triggered thousands of noise complaints from residents.

The catalyst is a navigation system the FAA implemented three years ago that concentrated more planes into narrower flight paths, increasing the noise that residents who live under those approaches endure. **Massport and the FAA announced Friday that they will investigate alternatives, such as having planes fly at a higher altitude, or over the ocean, or in airspace above a major highway.**

But almost immediately the FAA and Massport began hearing increased complaints from residents of Milton, Cambridge, Somerville, and other communities that the plane noise had become intolerable.

Because of the FAA changes, **planes are crowding into a tight lane of traffic instead of being dispersed over a wide geographic area, concentrating noise over the neighborhoods below.** The refined flight paths can vary because wind and weather conditions dictate which runways Logan uses.

Working with researchers from the Massachusetts Institute of Technology, Massport and the FAA will **consider changes to flight navigation, including the feasibility of a "curved approach" by airplanes that could bring a jet's path in line with the Southeast Expressway or Boston's inner harbor, and reducing air traffic over Milton and Dorchester.**

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Massport said it will also undertake an analysis of runway traffic affecting Arlington, Belmont, Cambridge, and Watertown, as well as whether distances between planes could be adjusted to include more over-water operations, in a nod to air traffic noise considerations in South Boston and Hull.

Massport said it will also work with FAA air traffic controllers and airlines to consider increasing the use of "special procedures" that would allow flights to avoid going over land wherever possible.

<https://www.bostonglobe.com/business/2016/10/07/faa-massport-agree-study-airplane-noise-after-rising-complaints/hlVSjqJnk5vww6gAHzk0el/story.html>

AirInc Holds Airport: Impacts Health Forum

On Saturday, East Boston's AirInc. brought together some of the leading scientists and researchers in the field of environmental health during a day-long forum to discuss how aviation operations impact quality of life.

The forum was split into two sessions with the morning session talking about aviation noise pollution and the second talking about aviation air pollution.

The scientific study found that levels of noise, or residents complaining about high levels of noise was **higher in proximity to transportation sources like airports; measured noise levels near Montreal's airport surpassed World Health Organization (WHO) guidelines;** and aircraft noise significantly impacts noise levels but it is **unclear if aircraft noise is worse for health than exposure to noise from other transportation sources.**

Smargiassi pointed out that a 1999, WHO study concluded that the available evidence suggested a correlation between long-term noise exposure above 67-70 a-weighted decibels or dB(A) and hypertension. Smargiassi found these levels not only near the Montreal airport and under flight paths but also in close proximity to major highways and roadways.

However, Smargiassi said it was interesting to note that the **airport dispersed annoyance noise levels to a larger area both close to the airport and under flight paths while highways and roadways' annoyance noise levels were only a problem directly alongside the highways and roadways.** She concluded that while highways and roadways are pose just as much impacts to residents health and well being, the airport seems to affect far more people in Montreal.

Rep. Adrian Madaro asked Smargiassi what Montreal airport has done, if anything, to mitigate the impacts of airport noise and its consequences for residents to which she replied, "nothing at the moment".

In the afternoon session that dealt with aviation air pollution, researcher Dr. Neelekshi Hudda's cited her findings of **health concerns regarding ultra-fine particulate matter downwind from LAX.** Her research, published in the journal Environmental Science and Technology, found that airport and aircraft pollution worsens air quality more than previously thought.

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Hudda's study found that ultra-fine particulate matter doubled more than 10 miles downwind from LAX. **Ultra fine particulate matter (PM) from combustion of fossil fuels has been shown to cause a wide array of adverse health impacts.** Ultra-fine particulate matter are not regulated unlike larger particulate matter, which is regulated under the Federal Clean Air Act. However, studies suggest they appear to be toxic.

Hudda said the effects of inhaling particulate matter may include **asthma, lung cancer, cardiovascular issues, birth defects, and premature death.** The European Union recently began regulating ultra-fine emissions from aircraft but no regulations exist yet in the United States.

The state of the art equipment used took samples every second in neighborhoods around LAX and found a dramatic rise in ultra-fine particulate matter when planes were taking off and then an immediate drop when the plane was out of the area.

The size of the particle is a main determinant of where in the respiratory tract the particle will come to rest when inhaled. Because of their small size, particles on the order of 10 micrometers or less (PM10) or less are lighter and penetrate the deepest part of the lungs such as the bronchioles or alveoli. Larger particles are generally filtered in the nose and throat via cilia and mucus, but particulate matter smaller than about 10 micrometers, PM10, can settle in the bronchi and lungs and cause serious health problems after long term exposure.

Hudda applied her research in the field in Boston and found a significant relationship between Logan International Airport aviation activities , wind direction and elevated neighborhood pollution levels-similar to the LAX study.

The Airport Impacts 101 Forum was a community sponsored and organized event.

"The Airport Impacts 101 Health Forum is part of AIR INC.'s Health Initiative, which we began planning in 2013 to compliment the release of the Logan Airport Health Study," said AirInc. in a statement. "As part of this initiative, AIR INC. commissioned a professional review of the Logan Airport Health Study to confirm study results, incorporate recent research and lay out next steps. Saturday's Forum was a significant 'next step'. As proud Bostonians, we believe that our city and the people of our region deserve nothing but the best processes, most up-to-date information and most helpful political and agency responses. The Airport Impacts 101 Forum was a resounding success. We brought together the world's finest scientists and convened discussion about the latest research. The event was totally non-political. And while we may disagree with Massport about expansion plans and the need for impact reductions as a condition of growth, we should all agree on the need to learn more about airport health impacts."

<http://www.eastietimes.com/2016/11/11/airinc-holds-airportimpacts-health-forum/>

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Michigan

Signed petition requests voluntary landing curfew at airport

A group of community members turned in a signed petition to members of the Charlevoix City Council Monday requesting them to implement a noise abatement curfew at the airport.

The curfew would be of **voluntary compliance**, but would **increase landing fees on aircraft owners** who choose to land in Charlevoix between the hours of 11 p.m. and 7 a.m.

Airport advisory committee member Don Seelye does not think raising fees on aircraft coming in after 11 p.m. is a good idea.

"We can't make loud trucks on U.S. 31 driving through town at night pay extra fees," Seelye said. "**You can't shut down a federally funded state trunk-line at night because of noise and you can't shut down a federally funded airport at night for noise.**"

The airport manager, Liz Myer, has reached out to the Federal Aviation Administration to get guidance about the advisory committee requests and the petition request from residents, said city manager Mark Heydlauff.

"The city has taken the airport advisory committee recommendations and petition request to the FAA to get feedback," Heydlauff said. "Before we go any further on this we want to see what the FAA recommends."

http://www.petoskeynews.com/charlevoix/featured-cvx/signed-petition-requests-voluntary-landing-curfew-at-airport/article_4ecc0afe-df5e-512a-902b-e676e2fa2ac2.html

New Jersey

Port Authority's noise exposure maps for Teterboro Airport debut with little noise

Port Authority of New York and New Jersey officials held a hearing with citizens on Sept. 22 to discuss an **early draft of a noise compatibility study**, part of a \$6 million project, for the densely-populated neighborhoods surrounding Teterboro Airport.

Being conducted under a Federal Aviation Administration (FAA) program offering federal funding for noise mitigation, the **Title 14 Code of Federal Regulations (CFR) Part 150 Study is the first of its kind for Teterboro Airport**. The study area included 14 Meadowlands municipalities, including Rutherford, Carlstadt, Lyndhurst, North Arlington and East Rutherford. **Similar studies are also being conducted by the Port Authority at nearby Newark Liberty International Airport, John F. Kennedy International Airport and LaGuardia Airport.**

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Two primary components make up these studies – **Noise Exposure Map (NEM) reports, information on the existing conditions of noise exposure to the region and five-year forecast for airport noise;** and the **Noise Compatibility Program (NCP), an evaluation of noise abatement and mitigation options.**

Recently, the Port Authority completed a draft of the NEM reports.

Once the noise maps are approved by the FAA later this year, the Port Authority and Technical Advisory Committee, will begin to develop the Noise Compatibility Program, with the goal of reducing "incompatibilities with surrounding land uses," Port Authority literature read. A draft of the program report is expected to be submitted to the FAA in late 2017.

<http://www.northjersey.com/news/transportation/teterboro-study-debuts-with-little-noise-1.1668408>

New York

East Hampton Airport Noise Restrictions Blocked

In a decision issued Friday morning, a **federal appeals court barred East Hampton Town from enforcing three 2015 laws aimed at addressing excessive aircraft noise at East Hampton Airport.**

An aviation group called Friends of East Hampton Airport had sued the town seeking to overturn two overnight curfews and a law restricting noisy aircraft to one takeoff and landing per week during the summer season. **A lower court blocked the once-a-week limit, but allowed the overnight curfews to stand.**

On Friday the United States Court of Appeals for the Second Circuit upheld the lower court's decision on the landing and takeoff limits, but said that the two curfews — a general ban on takeoffs and landings from 11 p.m. to 7 a.m. and an extended ban from 8 p.m. to 9 a.m. for noisy aircraft — should also have been blocked.

In enacting the airport noise laws, the court said, **the town failed to comply with procedural requirements of the Airport Noise and Capacity Act,** "which apply to public airport operators regardless of their federal-funding status." The town had argued that because it was willing to forego future federal funding, it was not subject to those requirements.

Referring to earlier case law, the court wrote that the Airport Noise and Capacity Act allows local airport operators to impose noise or access restriction on certain classes of less noisy aircraft only after "180 days' notice and an opportunity for comment" and on the quietest class of aircraft only when those restrictions have been agreed to "by the airport proprietor and all aircraft operators" or have been "submitted to and approved by the Secretary of Transportation after an airport or aircraft operator's request for approval."

The three laws were East Hampton Town's attempt to address excessive aircraft noise that had prompted complaints from the North and South Forks. The curfews took effect in July 2015.

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"The Court's opinion undermines local control of operations at the town-owned airport property and establishes that the federal bureaucracy controls regulations in the area of aviation noise abatement and control," Mr. Sendlenski wrote. The town board, he said, "has always held the belief that it had a public policy responsibility to protect local residents from the loud and disturbing effects of aircraft noise," and to "provide residents who are impacted by aircraft noise meaningful and deserved relief."

<http://easthamptonstar.com/News/20161104/East-Hampton-Airport-Noise-Restrictions-Blocked>

After Court Decision; Effort to Close East Hampton Airport Gains Steam

Opponents of noisy aircraft usage of the East Hampton Airport have rallied around a potential shut-down of the airport after an appeals court decision Nov. 4 struck down East Hampton's noise restrictions enacted last year.

East Hampton Town representatives said in a Nov. 4 statement that although the "court decision places the solution to aviation noise problem firmly at the feet of Congress and the FAA, the town will continue to explore every available option so that the residents of the East End won't continue to be inflicted by an unrelenting din from the skies above."

<http://www.eastendbeacon.com/2016/11/08/after-court-decision-effort-to-close-east-hampton-airport-gains-steam/>



What's happening around the world?

Australia

Badgerys Creek Airport: Environmental conditions to minimise noise, address heritage concerns

Federal Environment Minister Josh Frydenberg says he is confident Sydney's second airport can proceed after a string of conditions was placed on its development.

Mr Frydenberg said **more than 40 environmental conditions for the Badgerys Creek Airport would minimise noise on residential areas and address biodiversity and heritage concerns.**

Some local mayors have already condemned the move, saying communities still do not have adequate information about noise and other effects of the flight paths.

Blue Mountains City Council Mayor, Mark Greenhill said he condemned the decision in the strongest terms.

"How the Government could approve this EIS without even knowing what the flight paths are is amazing," he said.

<http://www.abc.net.au/news/2016-11-11/badgerys-creek-airport-conditions-will-reduce-residential-noise/8019134>

Canada

Montreal residents take legal action against airport noise pollution

A new citizens group is planning to file a class-action suit in an attempt to enforce a strict curfew on flights into and out of Montreal's Pierre Elliott Trudeau Airport.

Called Les Pollués de Montréal-Trudeau, or the Polluted of Montreal-Trudeau, the group represents residents from Dorval to Saint-Michel and Ahuntsic who say noise from flights passing overhead is **keeping them awake at night and affecting their quality of life.**

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The group is asking for a **flight curfew to be set from 11 p.m. to 7 a.m. to reduce noise levels.**

Gérard Samet, the lawyer representing the citizens group, said **the goal of a class-action suit is not to limit traffic, but rather to force the airport authority and Nav Canada to enforce a curfew and consider new flight paths to the airport that don't have planes flying low for long distances over populated areas.**

CBC is awaiting a response from Montreal's airport authority.

<http://www.cbc.ca/news/canada/montreal/montreal-trudeau-airport-noise-pollution-1.3774200>

Germany

Fraport hit by plans for noise limit at Frankfurt airport

Frankfurt airport's home state of Hesse plans to **introduce a limit on aircraft noise pollution from Germany's largest hub in what would be a blow to operator Fraport.**

The state's transport minister Tarek Al-Wazir, from the Green Party, said he wanted to ensure noise levels were not significantly increased from current levels, and that the number of take offs and landings could be restricted if noise limits were exceeded two years in a row.

Airport and aviation associations also doubted whether **changes to the airport's operating licence would be legal, and said such a move could harm investment in Germany by causing uncertainty for investors.**

<http://www.reuters.com/article/germany-airport-fraport-idUSL8N1C32L6>

Airlines warn that noise restrictions could damage the competitiveness of Frankfurt Airport

Airlines operating out of Europe's busiest freight hub, Frankfurt, have **warned that proposals for new noise restrictions could damage the airport's competitiveness.**

<http://www.aircargonews.net/news/airports/single-view/news/airlines-warn-that-noise-restrictions-could-damage-the-competitiveness-of-frankfurt-airport.html>

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India

New rules on noise levels caused by aircraft at airports

The government seems to have finally woken up to the noise pollution caused by aircraft in and around airports. **The Union ministry of environment, forest and climate change has published draft rules setting out the acceptable noise levels for airport operations.**

The **draft rules seek to amend 'The Environment (Protection) Act, 1986'** and have been published by the ministry seeking public comments. According to the notification, the specified limits shall have a tolerance limit of 10 decibels. The notification states that the specified limit excludes aircraft landing and takeoff noise.

Besides, the airport noise zone limits in above table shall replace noise limits of area zones mentioned in Noise (Regulation & Control) Rules 2000 with reference to silence, residential and commercial area zones.

The notification states that noise standards within the boundary for various airports shall be as applicable for industrial areas, that is day time 75 dbA and night time 70 dBA, as an airport is also an industry. The notice adds that daytime means 6 am to 10 pm and night time from 10 pm to 6 am.

The notice states that 'busy airports' shall be as classified as major airports defined under the Airports Economic Regulatory Authority of India Act, 2008. A Bengaluru International Airport Ltd spokesperson said she was not aware of the developments and that they had not received any official communication from the ministry.

<http://www.deccanchronicle.com/nation/current-affairs/161016/new-rules-on-noise-levels-at-airports-in-india.html>

United Kingdom

Heathrow Hub calls for a new Independent Noise Regulator

Heathrow Hub, the independent, cheaper and simpler plan for expanding Heathrow by extending the northern runway as opposed to building a 3rd runway, has called for **the creation of an Independent Noise Regulator to monitor and control noise at UK airports.**

An Independent Aviation Noise Authority was first proposed by the Airports Commission and has yet to be taken up by the Government. However, Heathrow Hub believes the model the Commission proposed is slightly flawed. **The new regulator should be a separate department of the CAA, as only then will it have the power and authority to persuade airports and airlines to change their procedures.**

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The Commission also largely envisaged its Independent Aviation Noise Authority to be a consultation body. Heathrow Hub believes that the new regulator should have a system of economic incentives and penalties at its disposal to enforce change on the industry.

The new regulator should have other duties, including:

- Independently monitoring noise
- Introducing new operating procedures and spreading best practice
- Consulting on new flightpaths
- Collaborating with NATS

Jock Lowe, director of Heathrow Hub, said: "The UK's approach to managing noise at airports is hopelessly out of date. The introduction of quieter planes and the use of new technology to better design flight paths could improve the situation for many people.

"Only an independent noise regulator backed by the CAA would command public trust in this important area of community and environmental concern. We do hope the Government gives consideration to this idea."

<http://www.internationalairportreview.com/24824/airport-news/heathrow-hub-noise-regulator/>

Heathrow Airport noise complaint every five minutes

Heathrow Airport receives a noise complaint on average every five minutes, according to official data.

Figures for January to October 2016 show **84,000 complaints, one for every five take-offs and landings.**

But the airport said half the complaints received over the summer period were **from just 10 people.**

John Stewart, chairman of the Heathrow Association for the Control of Aircraft Noise (Hacan) said: "I would expect complaints to rise, certainly initially, if a third runway was built.

"The biggest thing that Heathrow could do to reduce complaints would be to give more communities a break from the noise during the day by varying the flight paths.

"Most of the complaints are coming from areas that get noise all day long."

<http://www.bbc.co.uk/news/uk-england-37803205>

Luton Airport considers options to target plane noise blight across Hertfordshire

Luton Airport has asked airlines to have their planes climb as quickly as possible when permitted, without creating significant additional noise from increased thrust, according to a report.

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At a recent meeting with local communities to discuss the plane noise blight, airport representatives said there were several options to target the problem including, in the short term, **trying to have planes fly 1,000 feet higher.**

When it comes to increased noise pollution, the **European Parliament recently warned that people's quality of life can be affected, leading to increased levels of stress, sleep disturbance, and it also impacts on wildlife.**

The World Health Organization (WHO) has labelled noise as a 'leading environmental nuisance' and recommends night noise of less than 40 decibels outside homes to prevent adverse health effects.

Luton Airport said in a report on the meeting that it was to explore the possibility of reducing altitude constraints in place for the 'interaction' between its westerly departures and Heathrow's easterly departures when both airfields are operating from westerly runways.

In the medium term, **Luton will undertake a feasibility study to see how a flight path affecting the area can be designed to reach 10,000 feet every time, by the time planes cross the railway between Harpenden and St Albans.**

http://www.hertsad.co.uk/news/luton_airport_considers_options_to_target_plane_noise_blight_across_hertfordshire_1_4764939

British MP Zac Goldsmith quits Parliament over airport expansion

A member of the British Parliament resigned Tuesday after the government green-lit construction of a third runway at Heathrow airport in London, a decision which more than a few other elected officials also expressed disappointment at.

Zac Goldsmith resigned as a Member of Parliament Tuesday because of the Heathrow expansion decision, a reversal of the Conservative party's promise not to back the long-debated third runway at the airport.

http://www.upi.com/Top_News/World-News/2016/10/25/British-MP-Zac-Goldsmith-quits-Parliament-over-airport-expansion/3651477436783/

Airport noise legislation by year end

By the end of the year it is expected the **Government will complete the legislation required to make the Irish Aviation Authority the sole body responsible for noise control at Irish Airports, which may give the authority power to overturn two night-flying restrictions attached to the planning permission for the new runway at Dublin Airport.**

The minister said that first, the legislation must be completed and it was expected that would be done by the end of this year. **The new noise control regime will mean that the new unite within the IAA will**

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be given the power to adjudicate on two disputed planning conditions for the new runway that restrict night-time flying.

<http://www.independent.ie/regionals/fingalindependent/news/airport-noise-legislation-by-year-end-35101584.html>