

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

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In our neck of the woods

Fly Quiet

Despite some efforts to continue, without interruption, the Fly Quiet test ended on December 25, 2016. The FAA indicated an environmental review would be needed before permitting an extension. The CDA decided that the test would end until further analysis could take place and findings are presented to the Fly Quiet Ad-Hoc Committee and the ONCC (Feb). Regardless, there are changing dynamics as O'Hare continues to implement the OMP, making the Fly Quiet plan a temporary solution. The use of diagonal runway 15-33 is an example of this. While it was used a good deal in the Fly Quiet test, it's still due to be decommissioned in 2018. Noise complaints from those residents east and west of O'Hare showed a slight decrease, while those located in the path of diagonal runways increased. Adherence to the plan was inconsistent, used less than 70% of the time, so any discussion of a new test will incorporate some tweaks to ensure that there is a more equitable distribution of nighttime flights that are following the rotation plan.

O'Hare night runway plan to end on Christmas, despite pleas

<http://chicago.suntimes.com/politics/ohare-night-runway-rotation-plan-ends-christmas/>

From Fine Tuning 'Fly Quiet' To Soundproofing, Taxes, Airport Generates Plenty Of News In 2016

http://www.journal-topics.com/news/article_fa5dcd0e-cd48-11e6-917c-a351f210c9f5.html

As O'Hare 'Fly Quiet' Test Run Expires, Its Future Is Up In The Air

<https://www.dnainfo.com/chicago/20161223/ohare/ohare-fly-quiet-runway-rotation-expires-fair-noise-compatibility-commission>

Temporary O'Hare Airport noise fix is a sham

<http://www.chicagonow.com/dennis-byrnes-barbershop/2016/12/temporary-ohare-airport-noise-fix-is-a-sham/>

Nightly runway rotation at O'Hare could be back

<http://www.dailyherald.com/article/20170113/news/170119378/>

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O’Hare ‘fly quiet’ test set to end

<http://ireader.olivesoftware.com/Olive/iReader/chicagotribune/SharedArticle.ashx?document=CTC%5C2016%5C12%5C23&article=Ar00400>

Continue O’Hare Noise Rotation Tests?

http://www.journal-topics.com/news/article_47b32970-bcc6-11e6-a692-a32c3953e9c4.html

Sky ‘High’: Could O’Hare Noise ‘Rotation’ Stay Put? Alderman Continues Fight

http://www.journal-topics.com/news/article_44a1c76c-b8bd-11e6-85dc-170e2a01eb40.html

SOC: Overnight Noise Complaints Down

http://www.journal-topics.com/news/article_cb52eea4-b321-11e6-bc8a-ff5a12e036fb.html

Property Assessment Reductions

The Cook County Assessor’s Office completed an evaluation of the impact of jet noise on property values, using data from other areas of the country, noise complaints, environmental impact reports and noise contour maps. As part of this analysis, they also looked at two years' worth of real estate sales, from 2014 to 2016, to figure out where the noise had a demonstrably negative effect on home sales. Because of this, even though almost 15,000 properties had their assessed values marked down by 5 percent, some residents still saw property tax increases.

For Some, Property Assessment Reductions Do Little To Ease Tax Concerns

Even with an Equalized Assessed Value (EAV) reduction from Cook County, most Des Plaines residents plagued with loud overnight airport noise saw an increase in their overall property taxes this year.

http://www.journal-topics.com/news/article_407447de-b5e1-11e6-8c85-874e5be3045e.html

Jet Noise Means Lower Property Taxes For Homes In These Neighborhoods (MAP)

In what Cook County Assessor Joseph Berrios called "definitely the biggest evaluation ever done" on jet noise near the airport, a small team of researchers and city workers spent more than a year poring over aviation data and real estate trends to come up with updated baselines for how much homeowners ought to be paying in taxes.

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The result is that nearly 15,000 properties across broad swathes of the Norwood Park and O'Hare neighborhoods had their assessed values marked down by 5 percent, likely saving them a few hundred dollars in taxes in 2017.

<https://www.dnainfo.com/chicago/20161215/ohare/ohare-jet-noise-property-taxes-cook-county-assessor-fair-coalition>

Insulating Homes Near O'Hare

In addition to the City of Chicago's program to insulate homes within the noise contour near O'Hare, they have embarked on a program to sound-insulate a small test group of historic homes, which cost four times the city's \$25,000 average for non-historic dwellings.

The city is ready to bid on soundproofing work for 660 nonhistoric homes, whose owners have enrolled in the program. The city is waiting to hear from owners of 200 additional nonhistoric homes who have been told they are eligible.

Costs soar in test program to insulate historic homes near O'Hare

<http://chicago.suntimes.com/news/costs-soar-in-test-program-to-insulate-historic-homes-near-ohare/>

Chicago airport noise buffers costlier for historic homes

<http://www.washingtontimes.com/news/2017/jan/4/chicago-airport-noise-buffers-costlier-for-histori/>

City gets ready for busy year for O'Hare sound insulation

Little peace is coming for some homeowners around O'Hare International Airport, as the Chicago Department of Aviation gears up for what could be the busiest and most expensive year for residential soundproofing in the insulation program's 20-year history.

Soundproofing could begin for more than 1,000 homes this year, primarily on the North Side of Chicago and in suburban Park Ridge, said Aaron Frame, deputy commissioner of environment for the Aviation Department. That number includes 167 historic homes in Chicago's Norwood Park Historic District and up to 860 nonhistoric homes.

<http://www.chicagotribune.com/news/ct-ohare-sound-proofing-homeless-getting-around-20170108-column.html>

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FAA's air traffic control plan still waiting for takeoff

The Federal Aviation Administration has little to show for a decade of work on modernizing air traffic control and faces barriers and billions more in spending to realize its full benefits, a report released Tuesday by a government watchdog said.

- Lack of timetables and incomplete implementations
- “our review has found that, at least until 2020, most of the transformational programs will not transform how air traffic is managed”
- “....significant ambiguity both within FAA and the aviation community about expectations for NextGen”
- “Instead of fundamentally changing how air traffic is managed, the agency’s efforts have shifted to replacing and updating decades-old equipment and systems.”

http://www.columbiatribune.com/business/faa-s-air-traffic-control-plan-still-waiting-for-takeoff/article_b95b0a9d-21b9-5b32-aaf1-31424a519be5.html

Western access to O’Hare

Tollway sues Canadian railroad over western access to O’Hare

Frustrated with what it says is a Canadian railway’s refusal to negotiate, the Illinois State Toll Highway Authority has filed a lawsuit before a federal regulatory agency demanding that it be allowed to run highway ramps over train tracks just west of O’Hare International Airport.

<http://ireader.olivesoftware.com/Olive/iReader/chicagotribune/SharedArticle.ashx?document=CTC%5C2016%5C11%5C24&article=Ar01703>

Tollway spat with Canadian Pacific heats up over land for O'Hare bypass

Both sides (*Canadian Pacific Railroad and Illinois Tollway*) want U.S. Surface Transportation Board members to rule in their favor in a dispute over land the tollway seeks for bridges supporting the future I-490, a road on the western side of O'Hare International Airport. The western bypass would connect to I-90 near Des Plaines and I-294 in Franklin Park and link to an extension of the Elgin-O'Hare Expressway/Route 390 in the center.

<http://www.dailyherald.com/article/20161213/news/161219563/>

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Tollway OKs \$1.7B budget, funds for O’Hare access

The Illinois Tollway board passed a \$1.7 billion 2017 budget on Thursday, which includes money for a building project to create western access to O’Hare International Airport, despite ongoing opposition from a Canadian railroad.

The Illinois State Toll Highway Authority plans to spend \$374.5 million next year to continue construction of the Illinois Route 390 Tollway and to plan for the north-south I-490 Tollway. The roads would connect and provide western access to the airport.

Completing the projects requires the Tollway to build over Canadian Pacific Railway tracks on the airport’s western edge, which the railroad has refused to allow. Last month, the Tollway filed a suit against Canadian Pacific with the U.S. Surface Transportation Board, so that the board can decide “on an expedited basis” to allow it to build five ramps over the tracks, the suit said.

<http://ireader.olivesoftware.com/Olive/iReader/chicagotribune/SharedArticle.ashx?document=CTC%5C2016%5C12%5C16&article=Ar00602>

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In the United States

Airport Noise and The Tyranny Of The Minority

Recently, the **Mercatus Center at George Mason University** released a short study on airport noise complaints. In the study, Eli Dourado and Raymond Russell examined data released by several U.S. airports with dedicated hotlines for these public complaints. They found that in almost all of the airports examined, a vast majority of the complaints were voiced by one or two people. **The Federal Aviation Administration (FAA) cannot allow this vocal minority to dictate the regulation they impose on the aviation industry.**

The problem with these over-concerned citizens is that they have a disproportionate impact on aircraft regulations by making it appear that more people are outraged over airport noise than is actually the case. As a result, the FAA has passed multiple regulations that force airlines to use quieter planes. These regulations include flight speed prohibitions and a ban on supersonic flight. While these few individuals may be annoyed by noisy airplanes and have the right to voice that frustration, **we cannot allow them to prevent the potential economic benefits of emerging technologies like supersonic flight from coming to fruition.**

Allowing planes to operate without regulations to quiet them would create cheaper flights for travelers. Pilots often must circle their aircraft high above the airport as they wait for air traffic control to help them land safely. These holding patterns unnecessarily burn lots of fuel. The FAA is rolling out a program called NextGen that will eliminate the need for circling. **The NextGen technology allows aircraft to descend gradually, coasting toward the runway. But these longer descents would mean more noise on the ground along the descent path.** And more noise means more complaints from these already upset citizens, which could disproportionately influence the implementation of this program. Still, we can't let these few influence restrictions on more affordable and more available air travel that would benefit many.

<http://www.forbes.com/forbes/welcome/?toURL=http://www.forbes.com/sites/realspin/2016/11/30/airport-noise-and-the-tyranny-of-the-minority/&refURL=https://www.google.com/&referrer=https://www.google.com>

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Arizona

U.S. Senate Passes Bill Requiring the FAA Re-Evaluate Noisy Flight Path Changes in Phoenix

The U.S. Senate passed a bill today that includes an **amendment requiring that the Federal Aviation Administration re-evaluate the flight path changes implemented in September 2014 at Phoenix Sky Harbor Airport.**

The amendment, tacked on to the National Defense Authorization Act (NDAA), was sponsored by Senator John McCain and will now go to the president's office to either be signed or vetoed.

This amendment "gives the city a new lever that requires the FAA to seriously review alternative flight path options."

While it doesn't demand the FAA to revert back to the old flight paths, it does require that they consider whether the old flight paths were better.

"The bill includes provisions that will require public notice and community consultation in advance of new procedural implementations by the FAA, important for future changes. More importantly for us, the bill includes language specific to the changes made here in [Phoenix]."

No one thinks **NextGen** itself is bad, but what has people in Phoenix (and all across the United States) so upset is that the **flight paths changes happened with virtually no notice to, let alone input from, the city or homeowners, which allowed the agency to skip out on doing an full environmental review and to conclude that the changes would have no significant impact.**

In June 2015, the city filed a lawsuit against the FAA for failing to do an adequate environmental impact statement before making the changes. Asked how this new law could affect the case, city manager Zuercher writes, "while this doesn't directly change anything in Phoenix yet, we will continue pursuing our case against the FAA's actions." **(The case is still in the pre-oral argument phase.)**

<http://www.phoenixnewtimes.com/news/us-senate-passes-bill-requiring-the-faa-re-evaluate-noisy-flight-path-changes-in-phoenix-8892254>

Obama action offers some hope to noise-plagued Ahwatukee homeowners

President Obama last Friday may have brought a little hope to Tamra Buntrock von Schroeck and her neighbors.

Now, she's hoping that Obama's approval of **National Defense Authorization Act for Fiscal Year 2017** might bring some relief.

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Thanks in part to the efforts of Arizona’s two U.S. senators, **the law contains a requirement that the FAA flight path changes and take steps to mitigate the negative effects they have on the community that a municipality can prove.**

It also ensures that other airports and communities have the opportunity to engage with the FAA before any future changes are made.

http://www.ahwatukee.com/community_focus/article_e974dd86-cc6f-11e6-beed-6720e9009d03.html

California

Curfew Violations Are Costing Airlines Much More In San Diego

More than 80 percent of flights that have broken the late-night takeoff curfew at San Diego International Airport this year have resulted in fines to airlines — a much higher percentage than in the last several years.

This increase has occurred since *inewssource* reported last November that little more than half of violations are punished. *inewssource* found that out of the 217 violations from January 2010 to July 2015, 54 percent resulted in fines.

Takeoffs have been banned between 11:30 p.m. and 6:30 a.m. to control noise in neighborhoods like Bankers Hill, Loma Portal and Mission Beach since 1989. Violators are subject to fines ranging from \$2,000 to \$30,000 depending on frequency, but not all airlines violating curfew must pay.

<http://www.kpbs.org/news/2016/nov/21/curfew-violations-costing-airlines-much-more-san-d/>

Don’t fly your noisy giant jets over us! Orange County, Newport sue feds

Orange County has joined Newport Beach in a lawsuit seeking to block revised air traffic plans for John Wayne Airport.

The lawsuits challenge an environmental impact review for the federal government’s Southern California Metroplex project, which aims to upgrade air traffic control procedures at 21 airports.

County officials are skeptical of the FAA’s claim that a change in flight patterns won’t have a notable impact on the environment.

<http://mynews1a.com/orange-county/2016/11/23/dont-fly-your-noisy-giant-jets-over-us-orange-county-newport-sue-feds/>

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FAA, local officials approach noise solution

In response to requests from U.S. Reps. Jackie Speier, Anna Eshoo and Sam Farr, who represent districts on the Peninsula and the coast, federal authorities compiled the **FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties in November 2015**. Two committees are in the process of providing local feedback on the study: one that focuses on plane arrivals in the South Bay, and the SFO Community Roundtable, which focuses on San Francisco and San Mateo County.

http://www.hmbreview.com/news/faa-local-officials-approach-noise-solution/article_af1007cc-b1a5-11e6-a6d5-c703486c0780.html

Colorado

Centennial Airport's draft noise map shows shrinking impact, staff says

Despite ranking as the 23rd busiest airport in the country in 2015 by number of operations — hosting an estimated 317,000 takeoffs and landings — recent noise mapping efforts undertaken by the Arapahoe County Public Airport Authority show that its **major noise influence area, as defined by the Federal Aviation Administration, has shrunk in recent years**.

The airport, with the help of consultants, has produced a draft noise exposure map that it will submit to the FAA by the end of the year, staff members say. The hope is that the FAA will approve the map in the first quarter of 2017. **The downloadable map — found at the airport's website — is meant to serve as a reference over the next five years, so potential homeowners, developers and community planners can use it to better determine where they can expect significant airport noise.**

<http://www.denverpost.com/2016/11/29/centennial-airports-draft-noise-map/>

District of Columbia

We found the DC resident who filed thousands of the city's noise complaints

Back in October 2016, researchers at George Mason University published a report on the peculiar distribution of airport noise complaints. Across the country, the vast majority of complaints about aircraft noise tended to come from a handful of residents. In Seattle, three individuals accounted for 64 percent of all complaints in 2015. In Denver, four individuals accounted for 96 percent of complaints the same year. But the most lopsided figures came out of Reagan International Airport in Washington, DC, where authorities said a **single individual was responsible for 6,500 complaints in 2015, more than 75 percent of the total figure (8,670)**.

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Roberto Vittori's dogged persistence single-handedly increased the number of noise complaints in DC by a factor of five. He spent countless evenings and weekends in 2015 filing noise complaint after noise complaint like a little old lady who has the bad fortune of living next to a rowdy fraternity house.

Shortly after Vittori moved, Reagan International shifted to a new flight navigation system known as NextGen. This multi-billion-dollar upgrade was developed to help cut carbon emissions and reduce how much fuel is used by providing airline pilots with more direct routes between origin and destination. The NextGen system plotted a new route for planes coming in and out of the DC airport that was closer to Vittori's backyard.

Vittori spent thousands of dollars installing half-inch-thick windows throughout his house. But his efforts to mitigate the low frequencies emitted from plane engines were futile. Vittori says the sounds can get up to 80 decibels (the legal nighttime noise limit in Washington, DC is 55 decibels) and penetrate walls and windows.

When replacing his windows didn't work, Vittori started sending noise complaints to the Metropolitan Washington Airports Authority (MWAA). **Very detailed complaints.**

An example:

"Note of the case of American Airlines 585, on the 7th of October 2016. At a speed of 361 mph, with a simple calculation the airspeed can be approximately 300 knots well in excess of the 250 knots limit. Excessive speeds implies excessive noise. That's something we keep addressing to your attention that this is completely unacceptable in our local community. Thank you very much for considering."

The technical language used in the complaints are a holdover from **Vittori's former career as an astronaut with NASA and the European Space Agency**. He's been to space three times and as recently as 2011. **He has his own Wikipedia page**. At 52, he looks like he could pass a physical any space agency could throw at him tomorrow. Now he has a full-time job working on issues related to space policy between Italy and the United States.

<https://theoutline.com/post/834/we-found-the-dc-resident-who-filed-thousands-of-the-city-s-noise-complaints>

Georgia

Atlanta airport plans prompt new push on noise

As the Atlanta airport launches an expansion that will allow for more flights, expanded cargo operations at night and eventually a sixth runway, some residents who live nearby say relentless growth is making their lives miserable.

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College Park residents voted this month in favor of a referendum to urge Congress to direct the Federal Aviation Administration to develop new noise exposure measures and authorize new funding for insulation in affected areas.

The city of Atlanta, which owns and operates the airport, is **determined to maintain its position in the industry and is taking the first steps in a \$6 billion master plan modernization and expansion.**

Most residents who live next to the airport are not constituents of Reed or Atlanta City Council members.

A recent noise study Hartsfield-Jackson found little change to be made in the "noise contours" that determine what areas are eligible for noise insulation. The airport says it's **"too early to tell" what the effect of the sixth runway will be on noise.**

The airport used to conduct noise monitoring around Hartsfield-Jackson, installing 16 noise monitors in 1996 after a series of hearings for the airport's master plan at the time.

The airport recently commissioned for the removal of the devices, which are spread around East Point, Hapeville, Atlanta, Forest Park, College Park and unincorporated Clayton, Fulton and DeKalb counties, because the equipment hasn't been used for years and cannot be used for FAA noise studies.

Hartsfield-Jackson has an ongoing noise insulation program, gradually adding new windows, doors, air conditioning and other measures in homes, offices and apartments. Insulation projects cost about \$10-\$15 million annually, with 80 percent covered by the federal government. Hartsfield-Jackson said it insulates a few hundred apartment units a year.

But many older homes around Hartsfield-Jackson had noise insulation done in past decades, which prevents them from qualifying for upgraded insulation or to account for the tremendous increase in flights since then.

<http://www.myajc.com/business/atlanta-airport-plans-prompt-new-push-noise/3KADEqIJY7u43zkESo9f6M/>

Maryland

Howard County weighs bill to authorize legal action over air traffic noise

The County Council will weigh whether to take the first step toward legal action against the federal government over flight patterns that are bringing noisy airplanes closer to homes.

County officials say they've been frustrated for months in their attempts to get the Federal Aviation Administration to rethink its NextGen air traffic update.

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(They) plan to introduce a bill Tuesday that will give the county government's law office the authority to "institute any civil action or other proceedings" over NextGen.

If Howard County takes legal action against the FAA, it wouldn't be the first local government to do so. Lawsuits have been filed by local officials in cities, including Phoenix, Ariz.; Newport Beach, Calif.; and Culver City, Calif., according to news reports. In some other areas, homeowners have filed lawsuits.

<http://www.baltimoresun.com/news/maryland/bs-md-ho-airplane-bill-20161229-story.html>

Massachusetts

State and local officials continue airplane noise talks with FAA

On Friday, Nov. 18, Congresswoman Katherine Clark met with Federal Aviation Administration (FAA) Regional Administrator Amy Lind Corbett; state senators Pat Jehlen and Will Brownsberger; state representatives John Hecht, Sean Garballey, Dave Rogers, and Christine Barber; state and federal delegation staff and members of the Logan/Massport Community Advisory Committee (CAC) to discuss the issue of airplane noise with communities in the 5th Congressional District.

About a month ago, Massport entered into a Memorandum of Understanding with the FAA to **study the issues with RNAV procedures that have affected communities throughout the country as part of their deployment of NextGen, a switch to satellite navigation.**

"The study is being conducted by people at M.I.T and they're looking at alternatives in flight patterns and procedures," he said.

The process will **run approximately six months.** Runway 4R arrivals approaching Logan from the south over Milton and runway 33L departures taking off to the west over East Boston, Chelsea, Everett and in Medford split into four RNAV flight paths will be studied using resources at the Massachusetts Institute of Technology in conjunction with Massport and the FAA.

<http://belmont.wickedlocal.com/news/20161122/state-and-local-officials-continue-airplane-noise-talks-with-faa/1>

New York

Closing Santa Monica: California Airport Offers Guidance for East Hampton Airport

Late this summer, those folks who live near the East Hampton Airport got so fed up with all the ear-splitting noise of aircraft comings and goings there that they declared the existing rules and regulations inadequate. The airport should be shuttered. They said Santa Monica, a well-to-do community in

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California, had voted to close their airport. East Hampton could do it too. Many thought this an extreme suggestion, and after awhile cooler heads prevailed and a series of noise restrictions were put into effect. Last week, a court struck down these restrictions. **The court said that East Hampton Airport would have to abide by decisions offered up by the Federal Aviation Administration, which has almost never agreed to any noise restrictions anywhere in the country since a law stipulating that requirement went into effect in 1990.**

In 1990, Congress passed a law requiring any airport that takes money from the federal government to make its rules and regulations subject to the approval of the FAA. After some hassling, **the FAA and Santa Monica agreed that the noise ordinances at Santa Monica had been put in before the FAA law. So their laws were grandfathered in and did not need FAA approvals.**

"The City wants to close the airport because it's a source of noise and airport pollution. We want to close the airport and turn it into a park. The City has been the exclusive owner of the land since 1926. The voters approved a measure in 2014 that said if the airport closes, the only thing that can happen on the land is: parks, open space, recreation, education and culture.

The City sent papers to the FAA about the decision made that included information about the eventual eviction of the business of running an airport there. The FAA responded that because of what was signed after World War II, the City could not do that. Once an airport, always an airport. The matter is now in court, and there is a trial date set for August 2017.

The City believes that the agreement for the grandfathered-in noise ordinances ended in 2015. The FAA says it continues on for another 10 years. It's how the wording was done. The City says it doesn't matter. They have voted to tear out the runways and buildings. The 200 acres, which they own, will become a park for the residents of the city.

<http://www.danspapers.com/2016/11/closing-santa-monica-california-airport-offers-guidance-for-east-hampton-airport/>

US Court of Appeals for the Second Circuit Rules Federal Law Preempts Local Airport Regulations

"Noise policy must be carried out at the national level." So says the United States Court of Appeals for the Second Circuit, in overruling the Town of East Hampton's attempt to locally control airport noise. The Second Circuit's quote comes from section 49 USC § 47521 (2)-(3) of the Airport Noise and Capacity Act of 1990 ("ANCA"). The Court was asked to decide an appeal in Friends of East Hampton Airport, Inc. v. Town of East Hampton, 2016 WL 6543356 (2nd Cir. November 4, 2016).

In short, the Second Circuit found that **every aspect of ANCA's legislative and regulatory scheme demanded the conclusion that the Town of East Hampton was required to follow ANCA's procedural requirements in implementing local noise and access restrictions.** Because the Town had not followed

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those requirements, the Second Circuit reversed the district court and remanded the matter for the entry of a preliminary injunction “barring enforcement of all three laws.” Id. at *17.

<http://www.jdsupra.com/legalnews/us-court-of-appeals-for-the-second-51356/>

Wheels not up on JFK airport noise study

The Port Authority of New York and New Jersey hosted two public information workshops in Queens and Nassau County this month in an effort to update residents on the status of the ongoing noise study at John F. Kennedy International Airport (JFK), known as Part 150.

The next steps of the study include the Federal Aviation Administration’s (FAA) approval of what are called noise exposure maps that identify present and future noise patterns and airport layout based on documents handed out at the Nov. 3 workshop that took place at the Cradle of Aviation Museum in Garden City. Next, the Port Authority, along with the Technical Advisory Committee will develop the Noise Compatibility Program that will include noise abatement, land use and programmatic strategies.

The Port Authority estimates that the finalized Noise Compatibility Program will be submitted to the FAA for approval in mid-2018. The length of the noise study depends on airport conditions, local airspace, data availability, public outreach and agency review periods. **The JFK study is estimated to take approximately three to four years to complete.**

<http://www.liherald.com/stories/Wheels-not-up-on-JFK-airport-noise-study,85908>

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What's happening around the world?

Belgium

Cargo carriers to abandon Brussels airport over noise rules

Singapore Airlines Cargo, Slovakia's ACG Air Cargo Global, and Asiana Airlines have indicated their intention to **shift cargo operations away from Brussels National if plans to enforce tough new noise abatement regulations go ahead.**

Belgian media reports indicate two carriers have already decided to leave, with Saudia heading to Frankfurt Int'l, and Yangtze River Airlines moving to Amsterdam. The new regulations are due to come into effect on March 1, 2017. Additionally, excesses will no longer be tolerated from January 1, with severe fines for every infraction.

<http://www.ch-aviation.com/portal/news/52026-cargo-carriers-to-abandon-brussels-airport-over-noise-rules>

United Kingdom

Noise: the forgotten pollutant

Smartphone apps will allow citizens contribute to live noise maps of our cities and towns

Environmental noise has for a long time been referred to as the forgotten pollutant, probably because those of us living in urban areas grow accustomed to trying to ignore it. But because of the constant and rapid development of globalised economies and cities, the world is getting noisier. This means that nations are increasingly required to map noise in their urban environments.

...The creation of noise maps is complex, time-consuming and expensive.

But research published this year, led by Dr Enda Murphy, associate professor at University College Dublin, and King, has shown that **noise maps can be created using simple smartphone apps. According to Murphy, who specialises in environmental noise assessment, smartphone apps are cheaper and easier, and in the near future will probably be just as effective as the older, more expensive methods for mapping environmental noise.**

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“We found that one iOS app – SLA Lite – consistently measured noise to within an average of one decibel of the true noise level,” he says.

The app’s ability to measure noise levels to within a decibel is remarkable, especially given its low cost and ubiquitous nature, compared with traditional sound-level meters.

“This can open up the possibility of low-cost monitoring of the noise environment, in cities and beyond,” says Murphy.

At the moment noise maps are static, based on predictions, and do not truly reflect instantaneous noise levels. But **smartphone apps that can measure noise accurately, like those used in the UCD-Hartford studies, might present the possibility of live noise mapping in the future. This could also become the case for other environmental pollutants; air pollution for example.**

“This research is important for citizens, because **it implies that a ‘citizen science’ platform could be established, whereby individuals take measurements on a regular basis, and submit them to a live online platform,**” he says.

<http://www.irishtimes.com/news/science/noise-the-forgotten-pollutant-1.2901745>

Plans to cut night noise a ‘bargaining chip’ for third runway

The Government has been accused of using proposals to cut airport noise at night as a “bargaining chip” to progress plans for a third runway at **Heathrow**.

Government measures set out in a public consultation launched earlier this week are supposed to encourage the use of quieter aircraft to “limit the number of people significantly affected by aircraft noise at night”.

But Ravi Govindia, the Tory leader of Wandsworth council, said the **Government’s consultation offered no reduction in Heathrow night flights until a third runway is built.**

<https://www.londonnewsonline.co.uk/15254/plans-cut-night-noise-bargaining-chip-third-runway/>

‘Quiet’ Airbus is noisier than jet it replaced, claim Heathrow Airport protesters

Campaigners against a third runway at Heathrow believe residents in west London are suffering more noise from a new breed of aircraft that the Government promised would be quieter.

<http://www.standard.co.uk/news/london/quiet-airbus-is-noisier-than-jet-it-replaced-claim-heathrow-protesters-a3441446.html>

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

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UK launches public consultation for measures to reduce nighttime flight noise at three airports

The UK Government has **launched a public consultation on new noise reduction measures for nighttime flights at the country's Heathrow, Gatwick and Stansted airports.**

Under the current proposal, the restrictions will be implemented until 2022, before the proposed expansion at London Heathrow Airport is expected to become operational.

The measures will **encourage the use of quieter aircraft** at Heathrow, Gatwick and Stansted airports in order to reduce the number of people affected by flight noise at night, **while ensuring existing benefits to travellers and maintaining the economy of night flights.**

The new measures for consultation include a reduction in total noise quota at London Heathrow Airport by a minimum of 50% in the summer (from 5,100 to 2,540) and 43% in the winter (from 4,080 to 2,340).

Noise quotas at Gatwick are also expected to be lessened by at least 21% in the summer (from 6,200 to 4,870) and 17% in the winter (from 2,000 to 1,655).

<http://www.airport-technology.com/news/newsuk-issues-new-measures-for-consultation-to-reduce-nighttime-flight-noise-for-three-airports-5716224>