

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

Vol. 4, Issue 3 – May, 2017



### In our neck of the woods

## As O'Hare grows, so do health, environmental concerns

A bipartisan **bill to monitor and study the environmental and health effects of Chicago O'Hare International Airport and its runways** unanimously has **passed the Illinois House and is awaiting Senate reading.**

State Rep. Christine Winger (R-Bloomington) introduced HB 3248 to investigate the potential consequences of expansion by the nation's second-busiest airport. The effort will be led by the Illinois Environmental Protection Agency (IEPA) and the Illinois Department of Transportation (IDOT).

"HB 3248 calls for the IEPA, with assistance from IDOT, to study the environmental effects of the O'Hare expansion as it relates to air pollution, noise pollution and emissions of gases and fluids." Winger said. "Due to ongoing expansion of O'Hare Airport runways, the creation of noise and other effects is not fully understood. What this does is calls for the report to be given by Oct. 31, 2019."

The bill stressed that the **IEPA would need to pay meticulous attention to air pollution, gas emissions, noise pollution and fluid emissions, and how they influence property, health and quality of life for people living near the airport.**

The IEPA and IDOT would be required to monitor the noise levels for 2018 and 2019 and deliver a written report to the General Assembly by Oct. 31, 2019.

Sponsors for HB 3248 include state Reps. Patricia Bellock (D-Hinsdale), Michael McAuliffe (R-Chicago) and John C. D'Amico (D-Chicago). It passed the House with 111 votes.

<http://dupagepolicyjournal.com/stories/511101155-as-o-hare-grows-so-do-health-environmental-concerns>

## Legislation in Winger's O'Hare Noise Initiative Moves Forward

<http://www.repwinger.com/2017/03/legislation-in-wingers-ohare-noise.html>

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

Vol. 4, Issue 3 – May, 2017

### **Fly Quiet Rotation**

The next round of Fly Quiet rotation tests has to be split into two tests, 3 months in duration, because plans to decommission Runway 15-33 have been accelerated and would not leave enough time to continue using it in the rotation schedule.

Suburbs including Des Plaines, Niles and Park Ridge are not in favor of eliminating Runway 15-33 as it shifts all of the diagonal air traffic over these suburbs, leaving the Northwest suburbs out of the rotation paths. Park Ridge Mayor Marty Maloney voted no on the new test plan, as did Des Plaines. However, the test passed with 36 votes.

After the test is complete, a third “Fly Quiet” rotation test may be conducted later this year. In 2018 and 2020, the closure of Runway 15/33 and the addition of a new runway may further change noise patterns.

A top Federal Aviation Administration official told the O’Hare Noise Compatibility Commission Friday (May 5) that the examples ONCC has set in establishing communication with the various aviation entities are a model for how communities can work with FAA efforts around the country.

The FAA is working with MIT University and Massport (Boston’s Logan Airport) is to study the new precision based navigation and ways to mitigate some of the noise it creates over neighborhoods, as a result of the increase in the concentration of flight paths. Getting measurable data to apply in planning is part of this.

### **How ONCC Arrived At Next ‘Fly Quiet’ Test**

[http://www.journal-topics.com/news/article\\_d4695bbe-09ba-11e7-8fbb-e30f366d94f3.html](http://www.journal-topics.com/news/article_d4695bbe-09ba-11e7-8fbb-e30f366d94f3.html)

### **FAA approves second round of Fly Quiet program at O'Hare airport**

<http://www.chicagotribune.com/news/local/breaking/ct-ohare-fly-quiet-faa-test-met-20170331-story.html>

### **FAA approves O’Hare’s next Fly Quiet test**

<http://ireader.olivesoftware.com/Olive/iReader/chicagotribune/SharedArticle.ashx?document=CTC%5C2017%5C04%5C01&article=Ar00303>

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

Vol. 4, Issue 3 – May, 2017

### **Runway Rotation Tests Resume April 30**

[http://www.journal-topics.com/news/article\\_6473356e-1fbd-11e7-b66c-07fabe4ce9ee.html](http://www.journal-topics.com/news/article_6473356e-1fbd-11e7-b66c-07fabe4ce9ee.html)

### **What Next Round Of 'Fly Quiet' Means For Des Plaines**

[http://www.journal-topics.com/news/article\\_8b6b071e-1fbd-11e7-af7d-2fc8646af049.html](http://www.journal-topics.com/news/article_8b6b071e-1fbd-11e7-af7d-2fc8646af049.html)

### **O'Hare 'Fly Quiet' Test Starts Sunday: See Where Low-Flying Jets Will Pass**

<https://www.dnainfo.com/chicago/20170428/ohare/ohare-fly-quiet-runway-rotation-jet-noise-fair-second-test>

### **ONCC's Approach Gets Thumbs Up From FAA**

[http://www.journal-topics.com/news/article\\_d5694326-3408-11e7-9971-c793aca17cc7.html](http://www.journal-topics.com/news/article_d5694326-3408-11e7-9971-c793aca17cc7.html)

## **Western Access**

The Illinois State Tollway Authority (ISTA) Des Plaines property on Old Higgins Road as part of the massive project to connect the I-90 and I-294 expressways. The parcel was acquired to construct an access ramp from Touhy Avenue to I-490, the yet-to-be-built highway that would connect the two toll roads along the western edge of O'Hare Airport. The Touhy ramp will provide access to the road for motorists travelling eastbound on Touhy onto the road's southbound western access ramp. The roadway is expected to open to traffic by 2025. It is part of the \$3.4 billion Elgin O'Hare western access project, a multi-layered set of road improvements and additions intended to improve traffic flow regionally and nationally. Eventually, the project is expected to add 17 miles of new roads around O'Hare and a new, all-electronic tollway.

When complete, the interchange will provide full east and west access from Elmhurst Road to I-90. Though the Illinois Tollway expected the interchange would be finished by the end of 2016, construction is now expected to continue until this summer.

The U.S. Surface Transportation Board is scheduled to rule soon in a dispute between the tollway and the Canadian Pacific Railway that will determine whether work continues on the Elgin-O'Hare Expressway to the airport's western edge or is indefinitely delayed.

Plans for a western terminal appear to be on hold, but (U.S. Rep. Raja) Krishnamoorthi said local officials have been assured that a people mover from the west side to current terminals to the east is a possibility. That would be "a lot better" than having to drive all around the airport.

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

Vol. 4, Issue 3 – May, 2017

### **O'Hare Western Access Inches Along**

[http://www.journal-topics.com/news/article\\_1e013296-1a38-11e7-84c7-3fe1ecb5f05e.html](http://www.journal-topics.com/news/article_1e013296-1a38-11e7-84c7-3fe1ecb5f05e.html)

### **DuPage pols hold 'pep rally' for O'Hare western access**

<http://www.chicagobusiness.com/article/20170411/BLOGS02/170419980/dupage-pols-hold-pep-rally-for-ohare-western-access>

### **Chicago to deliver on western access facility for passengers at O'Hare, officials say**

<http://www.dailyherald.com/article/20170407/news/170409017/>

### **Chicago Suburbs One of the Loudest in the Country**

An interactive map published by the U.S. Dept. of Transportation highlights the Chicago suburbs as **one of the loudest areas in the country.**

Data from multiple modes of transportation were used to create the map, according to the Dept. of Transportation. Noise was measured in a range from 35 to 95 decibels (dBA) and color coded to show quiet and loud areas.

According to the World Health Organization Europe office, noise 30 decibels or less is recommended in bedrooms and 40 dBA or less outside of bedrooms for good quality sleep. For classroom conditions, less than 35 dBA are recommended.

Average decibels over 50 are common in the Chicago area from the south end of Arlington Heights to Hickory Hills in the South suburbs. In the Northwest suburban area, Des Plaines and Elk Grove Village are in areas with an average decibel level over 50. **Park Ridge, Rosemont and Schiller Park each have an average reading from 60 to 75 dBA.**

A 1999 study by the World Health Organization suggested that **being regularly exposed to this range of noise from airports and other traffic could increase the chances of heart disease. Additionally, the study says "fairly consistent evidence shows that noise above 80 dBA is associated with reduced helping behavior and increased aggressive behavior."**

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

Vol. 4, Issue 3 – May, 2017

### C'Mon See The Noise: Chicago's Loudest Neighborhoods, Mapped

Here's Chicago:



The maps are available at this link.

<https://maps.bts.dot.gov/arcgis/apps/webappviewer/index.html?id=a303ff5924c9474790464cc0e9d5c9fb>

### No Surprise Here: U.S. Data Map Shows Chicago-Area As One Of Loudest In Nation

[http://www.journal-topics.com/news/article\\_4281eb7a-253b-11e7-9d0a-2f06d2e5c89a.html](http://www.journal-topics.com/news/article_4281eb7a-253b-11e7-9d0a-2f06d2e5c89a.html)

### Where noisy roads and airports take the biggest toll on our health and sanity

[https://www.washingtonpost.com/news/wonk/wp/2017/03/29/where-noisy-roads-and-airports-take-the-biggest-toll-on-our-health-and-sanity/?utm\\_term=.01659f6c8c8d](https://www.washingtonpost.com/news/wonk/wp/2017/03/29/where-noisy-roads-and-airports-take-the-biggest-toll-on-our-health-and-sanity/?utm_term=.01659f6c8c8d)

### Temporary O'Hare Airport Noise Monitor Placed In Niles

With the Fly Quiet tests being approved, this has created heightened awareness of the shifting of noise over Niles. They have installed a temporary noise monitor in an area south of Main Street, north of Oakton Street and west of Milwaukee Avenue.

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

Vol. 4, Issue 3 – May, 2017

“It’s challenging. There are many communities impacted by the noise from the airport,” Niles Mayor Andrew Przybylo said. “We want to be competitive on behalf of our residents, make sure our information is recorded, and give Niles residents a fighting chance for the best quality of life possible. **The use of this monitor will help ensure Niles is a part of the picture when decisions are made.**”

[http://www.journal-topics.com/news/article\\_d73b8198-25e7-11e7-a6a4-5b54f7307065.html](http://www.journal-topics.com/news/article_d73b8198-25e7-11e7-a6a4-5b54f7307065.html)

## **Mount Prospect Mayor Juracek Reelected As ONCC Chairman**

At the 5/5 ONCC meeting, she said that it is important at this critical stage, while overnight patterns are being developed for future O’Hare Fly Quiet operations that there be a consistent team of ONCC leaders.

However, she encouraged delegates from other communities to attend committee meetings and become more involved and familiar with the current issues related to technology and the O’Hare Modernization Program.

[http://www.journal-topics.com/news/article\\_a0a3acae-3407-11e7-9912-db7a3450ca36.html](http://www.journal-topics.com/news/article_a0a3acae-3407-11e7-9912-db7a3450ca36.html)

## **South Suburban Airport**

IDOT began buying land in that region in 2001 and has acquired more than 4,454 acres of land for \$95 million, with only a handful of remaining parcels needed to construct the inaugural airport facilities.

IDOT put out requests for information March 14 to see whether there are private sector firms interested in building and operating the airport. Six firms responded. The state is not interested in building an airport with public money and wants to create a public-private partnership

## **IDOT: Six companies interested in airport**

<http://ireader.olivesoftware.com/Olive/iReader/chicagotribune/SharedArticle.ashx?document=CTC%5C2017%5C05%5C03&article=Ar00401>

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

Vol. 4, Issue 3 – May, 2017



### In the United States

## Privatizing Air Traffic Control

### Warning! Privatization could cause massive delays for FAA modernization

The new federal budget from the Trump administration suggests the White House National Economic Council will develop a plan to create an **independent entity** to manage the nation's **air traffic control system**, now run within the Federal Aviation Administration (FAA).

In advance of Congress needing to pass FAA reauthorization legislation, the FAA Management Advisory Council recommended to the FAA administrator several initiatives that should be addressed this year in the reauthorization measure to keep air traffic modernization on track and reduce the risk of disruption. And these items should move forward without regard to a policy exercise designed to create an independent air traffic control entity.

The recommendations include:

- A **steady, reliable and predictable funding source**, especially to move long-term capital projects such as **air traffic modernization, airport infrastructure or aging facility recapitalization**.
- Flexibility to **utilize resources where most needed**.
- Ability to **borrow and explore third-party financing or innovative development partnerships to undertake major infrastructure projects**.
- **Consensus agreement with industry stakeholders on major investments** and, based on this agreement, authority to expedite acquisition decisions.
- **Ability to modernize facilities by identifying outdated ones appropriate for closure and/or realignment, and ensuring an optimum network of modern facilities along with estimates of the capital needs to close old facilities and open new ones**.
- **Flexibility in applying regulations and policies to implement a systems approach to certification, validation and oversight**.
- Full authority to **employ risk-based decision-making principles and authorization of the necessary resources to assure global leadership**.



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

Vol. 4, Issue 3 – May, 2017

Environmental Assessment of the flight path changes, as the agency should have done prior to moving the routes in September 2014.”

While a low-level Phoenix employee was informally advised of the FAA intentions, no formal notification was given to Phoenix aviation officials at any time.

Since the FAA changed the flight paths over Phoenix, noise complaints at Sky Harbor have soared from 200 in 2013 to 80,000 since the new flight paths were implemented in September 2014.

The judges, who heard the case on Friday will confer and write an opinion on the case. This opinion could be issued at any time between now and the end of the year.

<https://arizonadailyindependent.com/2017/03/18/phoenix-faa-argue-sky-harbor-flight-path-lawsuit-in-court/>

## California

### Efforts to curb San Carlos Airport noise begin: Residents share concerns of county study’s length, accuracy

<http://www.smdailyjournal.com/articles/Inews/2017-04-22/efforts-to-curb-san-carlos-airport-noise-begin-residents-share-concerns-of-county-studys-length-accuracy/1776425179179.html>

### Airport Noise: Is There a Solution?

FAA noise standards nix nuisance laws. When the FAA and local airport agencies prepare environmental noise analyses, they say airports will confine noise to 65 decibels or less. Noise comparison charts equate 65 decibels to heavy traffic about 300 feet away from you. In contrast, 110 decibels equates to a jet flying 1000 feet above you or a rock band concert.

What’s the hitch? The FAA gauges noise by Day Night Average or Community Noise Equivalent Level (CNEL) methods. Say jets fly 2000 feet above your house every 15 minutes during the day but not night at a 90-decibel level. **The FAA uses a 24-hour average to peg your noise level.** If your daytime average were 80 decibels (remember the peak 90 decibel level does not last the entire hour) and the nighttime average (with any allowed FAA adjustment) is 40, then the 24-hour average is 60. In short, the FAA ignores how many truly noisy noise events you suffer.

But, you say, because state and local authorities control zoning, surely they can limit airport noise. For instance, by limiting airport operating hours or requiring aircraft to avoid “pedal

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

Vol. 4, Issue 3 – May, 2017

the metal” full thrust flights until the aircraft reaches a certain altitude. After all, isn’t that what the city of Newport does in Orange County?

Well, yes and no. Yes, Newport has an agreement to limit flight hours and certain aircraft operating conditions. But your community probably cannot. In 1990, Congress passed the **Aircraft Noise and Capacity Act (ANCA) (49 U.S.C. § 47521)**. Generally, **ANCA bars local mandatory noise limits on airports unless the airport had a limitation in place prior to November 5, 1990** or a court-sanctioned limitation applied before October 1, 1990. [See 49 USC§ 47524(d)].

ANCA does allow communities to request a so-called **FAA Part 150 noise study** to review whether noise restrictions mutually agreed to between the FAA and local community may be imposed. [ANCA, 49 U.S.C. §47524(c)(1).] But as Carlsbad discovered when McClellan-Palomar Airport requested a 2006 study, the **FAA focused mainly on noise measures that pilots would voluntarily accept, measures with no real penalty.**

So what can be done? For the reasons above, you have already met your first two options for limiting airport noise: **Slim (FAA-agreed restrictions)** and **none (court enforcement)**. Your only other options – at least as to the eight county airports – **are the citizen’s petition and the ballot box.**

Several times every year, the Board of Supervisors approves county Airport Division, requests (1) to expand airport capacity and (2) to seek 90% FAA grants to pay for the expansion. Usually, county avoids any meaningful environmental analysis. For instance, at McClellan-Palomar Airport in North County, county is preparing its first EIR in 40 years for its pending 2017-2037 Palomar Airport Master Plan.

<http://sandiegofreepress.org/2017/05/airport-noise/>

### Court Orders Review of FAA Deal To Close Santa Monica Airport

In the last report, Santa Monica and the FAA had reached an agreement to keep the Santa Monica Airport open until 2028, but then it would close. Now, The U.S. Court of Appeals for District of Columbia Circuit has referred a controversial agreement between the FAA and the city of Santa Monica, California, to close Santa Monica Airport to a “merits panel” for further review regarding the legality of the settlement agreement. The ruling defers the FAA’s motion for dismissal of the review, which was made earlier this year by the National Business Aviation Association.

<http://www.flyingmag.com/court-orders-review-faa-deal-to-close-santa-monica-airport>

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

Vol. 4, Issue 3 – May, 2017

### **Colorado**

#### **Despite FAA plan, south Boulder residents remain skeptical of DIA plane noise solution**

A procedural change that DIA and airports around the country made in 2013 — which standardized flight patterns and made it so that individual flights had to stick to much more rigid paths — is the crux of the issue many south Boulder residents now face. Planes have always flown over the south Boulder and Rocky Flats area, but their paths were more dispersed in the past.

[http://www.dailycamera.com/news/boulder/ci\\_30928296/despite-faa-plan-south-boulder-residents-remain-skeptical](http://www.dailycamera.com/news/boulder/ci_30928296/despite-faa-plan-south-boulder-residents-remain-skeptical)

### **District of Columbia**

#### **FAA Slams Georgetown Groups' Flight Paths Challenge**

The Federal Aviation Administration on Thursday fired back at Georgetown University and local neighborhood groups seeking to have the D.C. Circuit block the agency from routing aircraft over their historic neighborhood under newly implemented flight paths, saying that the groups’ petition comes too late. The FAA insists that it fully complied with the National Environmental Policy Act and properly analyzed the potential noise and air pollution impacts from new departure procedures for aircraft flying out of Ronald Reagan Washington National Airport.

The Georgetown groups have asked the court to set aside the FAA orders implementing the new routes until the FAA takes a “hard look” at the environmental and historical consequences of the decision and evaluates potential alternatives.

<https://www.law360.com/articles/911030/faa-slams-georgetown-groups-flight-paths-challenge>

#### **Lawmakers Raise Concerns About Noise, Traffic at Region’s Airports**

Rep. Don Beyer (D-VA) joined other D.C. metro area legislators in writing to members of the House Appropriations Committee to support airplane noise mitigation provisions in the fiscal year Transportation-Housing and Urban Development Appropriations Bill.

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

Vol. 4, Issue 3 – May, 2017

Beyer is a member of the **Congressional Quiet Skies Caucus**, and urged the committee to fund health studies on the effects of airplane noise. The legislators cited past studies that have linked excessive exposure to noise with hypertension and learning difficulties.

Legislators also signed a bipartisan **letter** urging the **Metropolitan Washington Airports Authority** — which operates Reagan National and Dulles International Airport — not to add more flight traffic at DCA.

<https://www.arlnow.com/2017/04/07/lawmakers-raise-concerns-about-noise-traffic-at-regions-airports/>

## **Maryland**

### **ELECTED OFFICIALS URGE FAA TO MEASURE NOISE FROM ALTERED AIR TRAFFIC PATTERNS**

Elected officials who represent the Bethesda area have asked the Federal Aviation Administration to measure noise levels from flights to and from Ronald Reagan Washington National Airport.

<http://www.mymcmedia.org/elected-officials-urge-faa-to-measure-noise-from-altered-air-traffic-patterns/>

### **Maryland congressional delegation asks for National Airport noise study**

<http://wjla.com/news/local/maryland-congressional-delegation-asks-for-national-airport-noise-study>

### **Md. gov. Hogan urges FAA to stop noisy airport technology**

In a May 11 letter to FAA Administrator Michael Huerta, Governor Hogan asks the FAA to “immediately return to the pre-NextGen flight patterns” at BWI Marshall Airport and Reagan National Airport.

The FAA has said that NextGen technology and procedures are boosting safety in the skies and also saving the airlines billions of dollars in fuel costs. In his letter, Gov. Hogan acknowledges that the current flight patterns are saving the airlines a lot of money but he wrote, “I will not have the citizens of Anne Arundel, Baltimore, Howard and Montgomery Counties pay a human cost with their health and emotional well-being.”

The full letter is at this link.

<http://wtop.com/maryland/2017/05/gov-hogan-urges-faa-stop-noisy-airport-technology-bwi-reagan/>

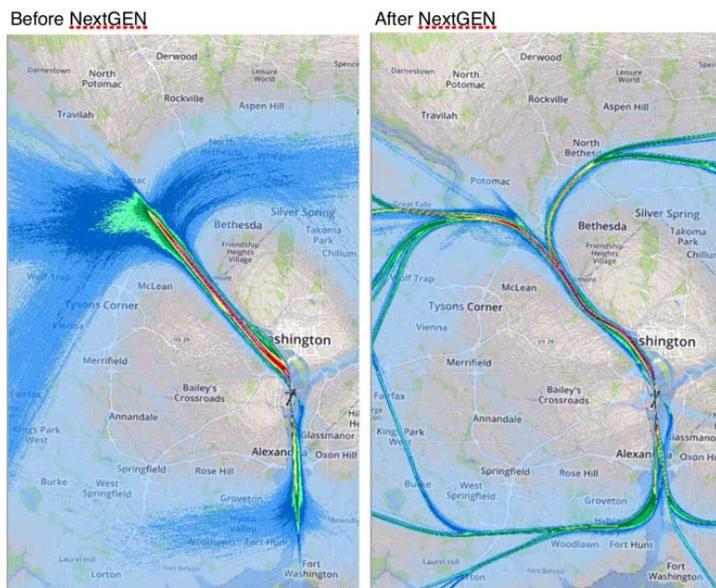
## Park Ridge O’Hare Airport Commission “In the News”

Vol. 4, Issue 3 – May, 2017

### Berliner Urges County To Consider Legal Action Against FAA Over Increased Airplane Noise

Montgomery County Council President Roger Berliner is asking the county to consider filing a lawsuit against the Federal Aviation Administration if the agency fails **to roll back the NextGen 2015 flight path changes** of planes taking off from Reagan National Airport in Washington, D.C. County officials believe **the changes have led to more airplane noise in the Bethesda area.**

His argument is the same as the lawsuit the City of Phoenix filed against the FAA in 2015, wasn’t notified about the flight path shifts before they were implemented and that the FAA failed to analyze the noise impact of the changes.



<http://www.bethesdamagazine.com/Bethesda-Beat/2017/Berliner-Urges-County-To-Consider-Legal-Action-Against-FAA-Over-Increased-Airplane-Noise/>

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

Vol. 4, Issue 3 – May, 2017

### **Minnesota**

#### **FAA Shows Off New Air-Traffic Communication Tech in Minneapolis**

Called Data Comm, the new technology employed by the Federal Aviation Administration (FAA) permits air traffic controllers and pilots to communicate electronically, supplementing radio voice communications between the two. It's quicker and safer, according to the FAA.

<http://www.govtech.com/transportation/FAA-Shows-Off-New-Air-Traffic-Communication-Tech-in-Minneapolis.html>

### **Missouri**

#### **St. Louis gets FAA go-ahead to explore privatizing airport management**

The Federal Aviation Administration has accepted with city's preliminary application to participate in the Airport Privatization Pilot Program, Mayor Lyda Krewson's office said in a statement.

Acceptance into the program allows the city to begin negotiations with private entities interested in operating the airport. Any agreement is subject to local laws, final approval from airlines operating out of the airport and the FAA.

[http://www.stltoday.com/news/local/st-louis-gets-faa-go-ahead-to-explore-privatizing-airport/article\\_75935808-6a63-526e-ab33-8bcf7ed06ece.html](http://www.stltoday.com/news/local/st-louis-gets-faa-go-ahead-to-explore-privatizing-airport/article_75935808-6a63-526e-ab33-8bcf7ed06ece.html)

### **Nevada**

#### **Henderson might hear less airport noise under new FAA system**

The Federal Aviation Administration is studying whether to modify flight paths as soon as December 2019 in what's known as the Las Vegas Metroplex project.

"The flight path runs the entire length of Henderson, so we all get the brunt of that noise for incoming flights," said (Bob) Sims, one of roughly 20 people who attended a community meeting held by the FAA on Tuesday at the Henderson Convention Center.

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

Vol. 4, Issue 3 – May, 2017

The FAA wants to smooth out those landings and takeoffs that will allow airplanes to glide into the region by creating a series of new satellite-based routes at McCarran, Henderson Executive Airport, North Las Vegas Airport and also Nellis Air Force Base.

"The noise we hear now is **transient noise that's related to those stepped approaches**, so there's a potential there will be less noise if we see the same level of traffic at McCarran," said Jay Piper of Boulder City. "If this new approach reduces those noises during descent, it will be potentially good for our community."

<https://www.reviewjournal.com/local/local-las-vegas/henderson-might-hear-less-airport-noise-under-new-faa-system/>

## New York

### Resolutions Aimed at Airport Noise Relief

The Southampton Town Board on March 28 approved two resolutions sponsored by Councilwoman Christine Scalera that are aimed at reducing the noise impact of East Hampton Airport on Southampton Town residents.

The first resolution supports state legislation written by Assemblyman Fred W. Thiele Jr. and State Senator Kenneth P. LaValle that would **make the acceptance of state or federal financial assistance for more than a 10-year period subject to a permissive referendum**. The proposal has also been supported by the East Hampton Town Board and **what it means is residents opposed to the town entering into such an agreement would be able to file a petition demanding that a townwide referendum be held**.

The second resolution allows the **Airnoisereport.com website to post a link on the town's website for an online noise complaint registry to collect complaints of residents in eastern Southampton Town about noise from East Hampton Airport traffic**. Airport flight paths go over portions of Bridgehampton, Water Mill, Sag Harbor, Noyac, and North Sea.

<http://sagharborexpress.com/resolutions-aimed-airport-noise-relief/>

### Town's Supreme Court Petition on Airport Picks Up Support

East Hampton Town's petition to have the Supreme Court review a lower court decision that struck down takeoff and landing restrictions at the East Hampton Airport for noise abatement, including an overnight curfew, got some support this week when the City of New York and

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

Vol. 4, Issue 3 – May, 2017

other groups, the Town of Southold among them, filed amicus curiae, or "friend of the court," briefs backing the town's request.

<http://easthamptonstar.com/Government/2017406/Towns-Supreme-Court-Petition-Airport-Picks-Support>

### Activists doubt FAA’s TNNIS climb data

Some in northeast Queens say that the Federal Aviation Administration’s data for the frequency of the TNNIS flight path between 10 p.m. and 7 a.m. — given in response to an inquiry by Rep. Grace Meng — may not be accurate.

[http://www.qchron.com/editions/queenswide/activists-doubt-faa-s-tnnis-climb-data/article\\_ae2bb26a-d0c7-5e95-8c03-b4096dac18cf.html](http://www.qchron.com/editions/queenswide/activists-doubt-faa-s-tnnis-climb-data/article_ae2bb26a-d0c7-5e95-8c03-b4096dac18cf.html)

### New York Delegation of Quiet Skies Caucus Urges Congress to Tackle Aircraft Noise Levels

The bipartisan Quiet Skies Caucus, and its entire New York delegation, sent a letter today pressing Congress to fund two important provisions in the Fiscal Year 2018 government funding bill that would help reduce airplane and helicopter noise near our nation’s busiest airports, including New York City airports JFK and LaGuardia. The caucus requested the House Appropriations Committee’s Subcommittee on Transportation, Housing and Urban Development “provide funding for health studies on the impact of airplane and helicopter noise on communities and that you include report language directing the Federal Aviation Administration to conduct an expedited review of their noise standards.”

<http://www.longisland.com/news/04-07-17/new-york-delegation-of-quiet-skies-caucus-urges-congress-to-tackle-aircraft-noise-levels.html>

### Queens reps to revisit airport noise solutions

Low-flying planes regularly shatter the peace over Brookville Park, above, and elsewhere around Queens’ two airports. And with Gov. Cuomo proposing an increased number of flights into and out of John F. Kennedy International Airport, **Queens officials are renewing calls to mandate quieter engine technology.**

[http://www.qchron.com/editions/queenswide/queens-reps-to-revisit-airport-noise-solutions/article\\_6edcfb1a-5ed4-5348-9132-18d8ce5a257a.html](http://www.qchron.com/editions/queenswide/queens-reps-to-revisit-airport-noise-solutions/article_6edcfb1a-5ed4-5348-9132-18d8ce5a257a.html)

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

Vol. 4, Issue 3 – May, 2017

### **North Carolina**

#### **FAA Begins EIS for New Runway at Fifth Busiest Airport**

The Federal Aviation Administration (FAA) has begun an Environmental Impact Statement (EIS) for a new parallel runway and associated projects at Charlotte Douglas International Airport (CLT). Based on the FAA’s most recent Terminal Area Forecast, the number of flights at CLT is expected to grow at an average rate of 1.9 percent annually, increasing from more than 545,000 operations in 2016 to a projected 740,000 operations in 2033.

[https://www.faa.gov/news/updates/?newsId=87871&omniRss=news\\_updatesAoc&cid=101](https://www.faa.gov/news/updates/?newsId=87871&omniRss=news_updatesAoc&cid=101) N U

### **Washington**

#### **Port of Seattle, citizens criticize FAA at Sea-Tac meeting**

Two Port of Seattle commissioners and members of the public gave the Federal Aviation Administration an earful at a Tuesday afternoon meeting. The issues: Noise from the state’s largest commercial airport and more transparency from the federal agency in charge of the nation’s skies.

<http://q13fox.com/2017/04/25/port-of-seattle-citizens-criticize-faa-at-sea-tac-meeting/>

#### **Airport noise and health impacts? Not going to fly with concerned citizens**

Gasps emanated from the crowd gathered at the Quiet Skies Puget Sound community forum when lawyer Steve Edmiston projected one of the first slides of his presentation.

He showed a map published by the Environmental Protection Agency, followed by an alarming statistic, placing Des Moines’ Mount Rainier High School in the highest percentile area of risk of cancer in the nation.

The campus’ location ranked in the same 95 to 100 percent risk range for respiratory hazard.

<http://www.highlinetimes.com/2017/05/02/news/airport-noise-and-health-impacts-not-going-fly>

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## What’s happening around the world?

### Canada

#### Billy Bishop Toronto City Airport Unveils New Noise Mitigation Facility

The new Ground Run-up Enclosure (GRE) is a three-sided, open-top facility that is designed to accommodate commercial aircraft and reduce the noise created by the engines during ground run-up operations. The enclosure is 14 m in height and 63 m by 66 m in width and is located on the south-west side of the airport. There is only one such other device in Canada.

The facility is part of the airport’s Noise Mitigation Program and aims to dampen the impact of ground engine run-ups, which were identified as the primary source of noise by the community. The device, which costs 9 million Canadian dollars, was constructed and paid by PortsToronto. The enclosure will reduce the noise impact by means of specialized acoustic panels laid on the three sides of the facility.



<http://www.wingsjournal.com/billy-bishop-toronto-city-airport-unveils-new-noise-mitigation-facility>

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### **Mississauga Approves More Warnings About Airplane Noises**

Recently, Mississauga City Council received and approved a **staff report** providing recommended amendments to the city's Airplane Noise Policies in Mississauga's Official Plan (MOP). They were originally outlined in a June 6, 2016 report to the Planning and Development Committee (PDC), with the intention to update, simplify and clarify the policies on the books, including:

- A noise warning clause requirement.
- Adding a portion of land in the Malton Community Node and Neighbourhood Character Areas within the Airport Operating Area to the defined Exception Area.
- Providing conditions for allowing residential infill and redevelopment opportunities within the Exception Area.

The report concludes by saying that the proposed amendments will allow for infill and redevelopment opportunities in the Exception Areas. Development of sensitive land uses including new residential dwellings will be subject to meeting sound level limits as set out by provincial guidelines, the provision of appropriate noise mitigation measures, and having executed noise warning and development agreements. The proposed amendments therefore should be approved.

<https://www.insauga.com/mississauga-approves-more-warnings-about-airplane-noises>

## **Europe**

### **Frankfurt the first hub airport worldwide with pioneering role in noise prevention**

The precision-landing, ground-based augmentation system (GBAS) introduced by DFS Deutsche Flugsicherung GmbH, Fraport AG and Lufthansa in Frankfurt in 2014 now also makes it possible to raise the approach angle on all other runways for appropriately equipped aircraft from three to 3.2 degrees. Raising the angle of approach during the final approach is an effective, active measure to counteract noise and is capable of achieving noise reduction in the most intensive noise range when landing. This has already been demonstrated by the 3.2° approach using ILS on the northwest runway.

<http://www.eturbonews.com/78276/frankfurt-first-hub-airport-worldwide-pioneering-role-noise-prev>

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### Belgian state convicted for excessive airport noise

The Brussels Court of Appeal last month ruled in favour of 93 families from the eastern edge of Brussels in their fight against aircraft noise. The appeals court has ordered the Belgian state to compensate the families for the excessive use of runway 01 at Brussels Airport in the period 2004-2011, reports *De Tijd*.

According to the Brussels association against aircraft noise Wake Up Kraainem, the Court of Appeal confirmed that the Belgian state was in the wrong when it failed to “take legitimate action against the intensive use of runway 01.”

The compensation amount is not yet known, and the families have yet to demonstrate that they have a right to it.

<http://www.xpats.com/belgian-state-convicted-excessive-airport-noise>

### Brussels Airport sees cargo demand improve despite noise restrictions

Brussels Airport recorded its best April for cargo demand since 2009, despite freighter operators **leaving the facility because of noise fines issued by authorities.**

The Belgian hub saw cargo demand increase by 11.9% against 2015 levels – it has not performed a year-on-year comparison because of the distorting effects of last year’s terror attacks – to 46,000 tonnes. This is the airport’s busiest April since 2009, after which the number of night slots were reduced to 16,000 from 25,000.

<http://www.aircargonews.net/news/airports/single-view/news/brussels-airport-sees-cargo-demand-improve-despite-noise-restrictions.html>

## India

### NGT asks airport agencies to submit report on noise check

The National Green Tribunal on Friday directed airport operators DIAL as well as authorities like DGCA and the ministry of civil aviation to file a detailed affidavit on the action being taken by them on implementing noise barriers, greening of sidelines, restriction in use of reverse thrust and on dumping of waste by aircrafts before landing.

<http://timesofindia.indiatimes.com/city/delhi/ngt-asks-airport-agencies-to-submit-report-on-noise-check/articleshow/58652753.cms>

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### **United Kingdom**

#### **Biggin Hill to become ‘strictest’ UK airport on noise limits as it prepares to launch state-of-the-art monitoring system next week**

A state-of-the-art noise monitoring system is set to be launched at Biggin Hill Airport next week.

From Wednesday, members of the public will be able to access the system via an internet portal and view details of all aircraft using the airport as well as planes overflying the area en-route to or from other London area airports.

<http://www.kentnews.co.uk/business/biggin-hill-to-become-strictest-uk-airport-on-noise-limits-as-it-prepares-to-launch-state-of-the-art-monitoring-system-next-week-1-4967423>

#### **Group alleged Luton Airport noise controls ‘secretly dismantled’**

A lobby campaigning to limit airport noise control has attacked Luton Borough Council – claiming it has “secretly dismantled” noise controls at Luton Airport. Campaign group LADACAN (Luton And District Association for the Control of Aircraft Noise) accused Luton Borough Council of granting itself permission to expand the airport back in 2013. According to LBC, “The original condition... was unreliable and consequently an alternative means of setting noise violation limits and controlling average noise levels generated in the community around the airport was required.”

<http://www.lutontoday.co.uk/news/group-alleged-luton-airport-noise-controls-secretly-dismantled-1-7936878>

#### **Dublin Airport must wait year for ruling on new runway**

Dublin Airport must wait at least a year for a ruling on a key part of the planning permission for its new runway. The airport’s owner, State company DAA, is spending an estimated €320 million on building a new runway to cope with growth in traffic that saw 28 million passengers pass through there last year.

It has emerged that new rules governing airport noise mean that the company will have to wait 12 months or longer for a decision on its challenge to planning conditions capping the number of flights there between 11pm and 7am at 65.

<http://www.irishtimes.com/business/transport-and-tourism/dublin-airport-must-wait-year-for-ruling-on-new-runway-1.3081538>