



LAX/Community Noise Roundtable Aviation Noise News

March 13, 2019

Airbus Terminating A380 Program In 2021

[Source: Aviation Daily, February 13, 2019](#)

On February 14, 2019, Airbus announced that it would end deliveries of the A380 in 2021. Airbus said that it has “no substantial A380 backlog and hence no basis to sustain production . . .” of the aircraft.

The A380 entered service in October 2007. Since then, Airbus has delivered 234 A380 aircraft and had 313 total orders for the aircraft through the end of January 2021. However, that figure included eight orders that Qantas has since canceled.

The A380s demise was a result of the success of the highly fuel efficient, twin-engine widebody aircraft such as Airbus’ own A350 as well as the Boeing 777 and 787. These twin-engine, long-range aircraft offer airlines less expensive alternatives to the A380 at the same or lower seat-mile costs. The 777, 787, and A350 also opened up secondary routes that the A380 could not serve.

Although production of the A380 will stop in 2021, the existing aircraft fleet will be flying for many years with Emirates being the largest operator of the aircraft with 109 A380s in its fleet at the end of January 2019 and 14 more on order.

FAA: Jet Ban at Palm Beach County Airport Violates Grant Agreements

[Source: AINonline, February 24, 2019](#)

On February 22, 2019, the FAA ordered Palm Beach County to lift restriction on jet and cargo aircraft weighing more than 12,500 pounds at Lantana Airport (LNA) and to notify airport users of the change. The FAA found that the restriction violated the grant assurance agreements that County had entered into with the FAA when accepting \$6.35 million in federal funds for airport improvements since 1982.

The FAA reached its determination in response to a 14 CFR Part 16 complaint filed by a pilot that received warning letters from the County after making two landings at LNA in a Cessna Citation I business jet. The letters indicated that the violations of the County’s restriction could result in fines and/or jail time. The pilot’s Part 16 complaint argued that the restriction was a violation of “Grant Assurance 22, which requires airport operators to make the airport available . . . to all types, kinds, and classes of aeronautical activity on fair and reasonable terms without unjust discrimination.”

The County maintained that its jet ban had been grandfathered under the terms of the 1990 Airport Noise and Capacity Act

(ANCA) as its jet ban dated to 1973. The FAA noted that the County had changed its regulations in 1988 and had cancelled the jet ban restriction at that time. Therefore, the FAA concluded that the ban was not grandfathered under ANCA.

BWI Roundtable Asks for State Legislation Action to Combat Impact of Low Flying Planes

[Source: AviationPros, February 14, 2019](#)

Representatives of the Baltimore/Washington International Thurgood Marshall Airport (BWI) Roundtable asked Maryland lawmakers to develop legislation to address issues arising out of new flight tracks to BWI.

The Roundtable asked that the Maryland Aviation Administration, which operates the airport, “to refrain from expanding operations at the airport until the problem is resolved and, through the federal process, restrict hours of operation.”

The FAA stopped participating in the Roundtable when the Maryland State Attorney General filed a lawsuit against the FAA requesting a change in flight patterns to reduce noise.

Due to the FAA’s lack of engagement with the Roundtable, the Roundtable wrote to the FAA asking for the FAA’s assistance indicating, “residents are entirely dependent on the FAA to design and implement flight paths and procedures that protect them. They have no ability to protect themselves,

their families and property from harms caused by aircraft overflights.”

Boeing Announces Investment in Supersonic Aircraft Developer Aerion

[Source: Aviation Daily, February 5, 2019](#)

On February 5, 2019, Boeing announced that it had made a “significant investment” in supersonic business-jet designer Aerion. Boeing said it would provide engineering, manufacturing, and flight test resources to help bring Aerion’s AS2 12-passenger supersonic jet to market.

Boeing’s NeXt research and development business unit is providing the investment for Aerion’s efforts. NeXt VP and general manager Steve Nordlund said, “Through this partnership that combines Aerion’s supersonic expertise with Boeing’s global industrial scale and commercial aviation experience, we have the right team to build the future of sustainable supersonic flight.”

Aerion has indicated that the AS2 will meet the current Stage 5 noise standards. General Electric will supply its Affinity, 18,000 pound-thrust turbofan engine for the aircraft, which is based on the CFM56 engine. The CFM56 is the most commonly used high-bypass turbofan aircraft engine.

Aerion anticipates that the preliminary design for the AS2 will be completed in 2020 followed by a first flight in 2023 and initiation of passenger service in 2025.

The LAX/Community Noise Roundtable Aviation Noise News provides a small sample of aircraft noise-related news articles that occur in between the regular Roundtable meetings. Roundtable members are encouraged to review their complimentary issues of Airport Noise Report between each meeting to stay fully abreast of aircraft noise matters. Some articles listed in this Aviation Noise News summary may require a subscription.