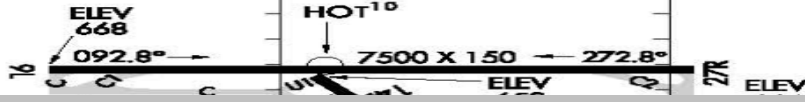
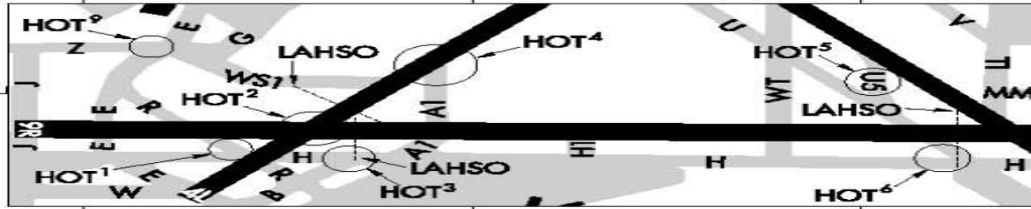


ATIS
 135.4 282.225
 O'HARE TOWER NORTH
 128.15
 O'HARE TOWER CENTER
 120.75 126.9 132.7 390.9
 GND CON TOWER NORTH
 124.125
 GND CON TOWER CENTER
 121.75 348.6 (OBND)
 121.9 348.6 (IBND)
 CLNC DEL
 121.6



ASDE-X Surveillance System in use. Pilots should operate transponders with Mode C on all twys and rwy's.

Chevalier Allen & Lichman LLP

Aviation and Airport Development Law Costa Mesa, California



EC-3, 08 APR 2010 to 08 MAY 2010

EC-3, 08 APR 2010 to 06 MAY 2010

CAUTION BE ALERT TO RUNWAY CROSSING CLEARANCES. DEBRIS SWEEP AND OBSTRUCTION REMOVALS REQUIRED.



Chevalier Allen & Lichman LLP
 Aviation & Airport Development Law

The Problem



Chevalier Allen & Lichman LLP
Aviation & Airport Development Law

Aircraft Noise

The Worst Case Scenario

- Park Ridge faces the worst case scenario: an airport project that changes the flight paths at one of the busiest airports in the world.
- 400 – 500 flights passing overhead
- Altitudes less than 1,000 feet
- Single-event noise levels above 100 dB
- What is the solution? Chevalier Allen & Lichman LLP has been assisting clients in similar situations for over 15 years



Our Practice

- Chevalier, Allen & Lichman, LLP attorneys practice
 - airport development,
 - aviation,
 - environmental and land use law and
 - civil litigation,with an emphasis in aviation-related matters and issues that are unique to the aviation.



Efficient and Economical

- CAL attorneys provide transactional, litigation and general counsel services to a broad range of aviation related, private and governmental entities surrounding airports.
- This concentration of focus enables Chevalier, Allen & Lichman, LLP to
 - Operate efficiently and economically to provide clients with personalized services and attention;
 - Provide clients with the professional acumen usually associated with major national firms, at more realistic costs.



Access to Technical Expertise

- CAL has access to “hands on” technical expertise in environmental and land use matters unparalleled among aviation law firms.
- CAL maintains an ongoing professional affiliation with
 - Aviation Systems Associates, Inc., a nationally recognized aviation, engineering and consulting firm, in matters involving, among other things, aircraft noise;
 - Williams Aviation, Inc., in matters involving air space and air traffic issues; and
 - Meszler Engineering Services, for air quality research and analysis.



Uniquely Qualified Staff – Barbara E. Lichman, Ph.D

- Extensive experience in successfully representing airports, air carriers, municipalities, developers, and other public and private entities in aviation, airport development, land use, environmental and regulatory litigation.
- As a registered Federal Lobbyist, Dr. Lichman successfully lobbied Congress for legislation granting investment tax credits for noise reduction of aircraft engines.
- Dr. Lichman earned a Doctorate of Philosophy in Urban and Regional Planning from the University of Southern California School of Urban and Regional Planning.



Uniquely Qualified Staff – Steven M. Taber

- Former FAA attorney with the Great Lakes Region, handling environmental, airports and airport development litigation;
- Former environmental law partner with Chicago law firm of Ross & Hardies;
- Former Illinois Assistant Attorney General in Asbestos Litigation division



Uniquely Qualified Staff – Berne C. Hart

- 45 years of combined legal and aviation technical experience, including 20 years in U.S. Marine Corps Aviation
- 11 years as an engineering and technical consultant to the aviation industry
- 15 years of experience in both Federal and State litigation.



Uniquely Qualified Staff – Anita E. Willis

- Of Counsel to Chevalier, Allen & Lichman, LLP. Ms. Willis has extensive experience in successfully representing a wide range of clients including public entities, a wide range of business entities, including privately and publicly held corporations, as well as developers and non-profit entities.
- Formerly served as City Attorney for two large California cities, and has 30 years combined legal and municipal experience, including over 15 years as an attorney, and 16 years with the City of Los Angeles, of which 10 years was as a manager of programs to foster public/private partnerships and economic development.



Examples of Recent Successful Outcomes

- *El Segundo et al. v. City of Los Angeles, et al.*
- *City of Del Mar, et al. v. Department of Defense,*
- *Airport Working Group of Orange County v. Department of Defense, et al.*
- *Silverhawk v. County of Riverside, California*



City of El Segundo, et al. v. City of Los Angeles, et al.

- Issue: Expansion of Los Angeles International Airport (LAX)
- Our client: City of Inglewood, located just off the East end of the north runway complex
- CAL challenged the environmental review in both state and federal court and reached a settlement with the City of Los Angeles



El Segundo, et al. v. City of Los Angeles, et al.

- Increases in sound insulation funding
 - A lump sum of \$24.5 million for years 2006 and 2007
 - Future funding for the years 2008-2015 in the total amount of \$9 million per year in addition to any other noise mitigation funding
 - A pilot program of \$10 million to sound insulate residences that would not otherwise qualify for sound insulation
 - Permission from LA and FAA to use allocated funds to sound insulate residences outside the 65 DNL “significant” noise contour on any block which is bifurcated by the 65 DNL contour.



El Segundo v. L.A. cont'd

- In addition, L.A. agreed to:
 - Sound insulation for 15 traditional places of worship for a total of \$2.5 million;
 - Fund for land “recycling” rather than sound insulation; and
 - Use of up to \$1,000 per residence already allocated funding for repair of code violations to make residences eligible for sound insulation funding



El Segundo v. L.A. cont'd

- Finally, L.A. agreed to:
 - Cooperate with Inglewood in seeking additional funding for traffic improvement in the amount of \$23 million
 - Committed to provide \$500,000 per year for five years to fund a job training program;
 - Reduce the total number of gates available for passengers at LAX from 163 to 153 by the year 2015
 - Pay attorneys' fees to Inglewood in the amount of \$250,000 (total to all petitioners \$1.5 million)



City of Del Mar, et al. v. U.S. Department of Defense, et al.

- Issue: Operation of Marine helicopters, relocated from Tustin MCAS in Orange County, CA, and fixed wing aircraft relocated from El Toro MCAS in Orange County to Miramar NAS in San Diego, California
- Our Client: City of Del Mar, California, located directly off the end of the runway of Miramar NAS and under the proposed flight paths of the helicopters and fixed wing aircraft
- CAL challenged DOD in U.S. District Court and achieved a settlement with the Department of Defense Including:



City of Del Mar v. DOD cont'd

- Department of Defense agreed to:
 - Revise their departure procedures based on recommendations of Del Mar's consultants
 - Raise the altitudes for fixed wing aircraft using corridor over Del Mar such that helicopters can operate above the prior 1,500 foot altitude



City of Del Mar v. DOD cont'd

- Discontinue use of the Beach Route over Del Mar for purposes other than emergencies and move the route 2 miles South over Torrey Pines Golf Course in San Diego
- Install a radar system to track compliance of helicopters with mandated flight tracks
- Complete a two-part Clean Air Act conformity analysis
- Pay Petitioners \$350,000 for performing services as Clean Air Act consultant
- Pay Petitioners' attorneys' fees in the total amount of \$680,000 (for all petitioners)



Airport Working Group of Orange County v. U.S Department of Defense

- Issue: Re-Use and Development of MCAS EI Toro; Failure to comply with NEPA
- Our Client: Airport Working Group, a coalition formed to educate the public about airport issues in Orange County, California
- After CAL challenged the DOD's FEIS the U.S. District Court, the DOD settled with AWG and agreed to pay petitioners' attorneys' fees



AWG v. Dept of Defense cont'd

- Set aside FEIS for Redevelopment
- Conduct a focused Air Quality Study at the former MCAS El Toro to examine fugitive dust PM10 and NOx emissions
- Pay attorneys' fees and costs in the amount of \$250,000



Silverhawk v. County of Riverside

- Represented Silverhawk Developers, whose project was impacted by a change in the Airport Land Use Compatibility Plan for Riverside County;
- Prevailed in litigation brought in California Superior Court under the California Environmental Quality Act to stop the land use change;
- Recovered full zoning for Residential component of project;
- Recovered approximately \$250,000 in attorneys' fees



Pardee Construction and Brown Field, San Diego

- Represented Pardee Construction Company in halting the conversion of Brown Field in San Diego, California from a General Aviation airport to a dedicated cargo port
- Filed comments on the Environmental Impact Report
- Negotiated with San Diego City Council to change its vote from 8-1 in favor of conversion to 9-0 in favor of keeping Brown Field as a General Aviation airport.



Litigation as Leverage

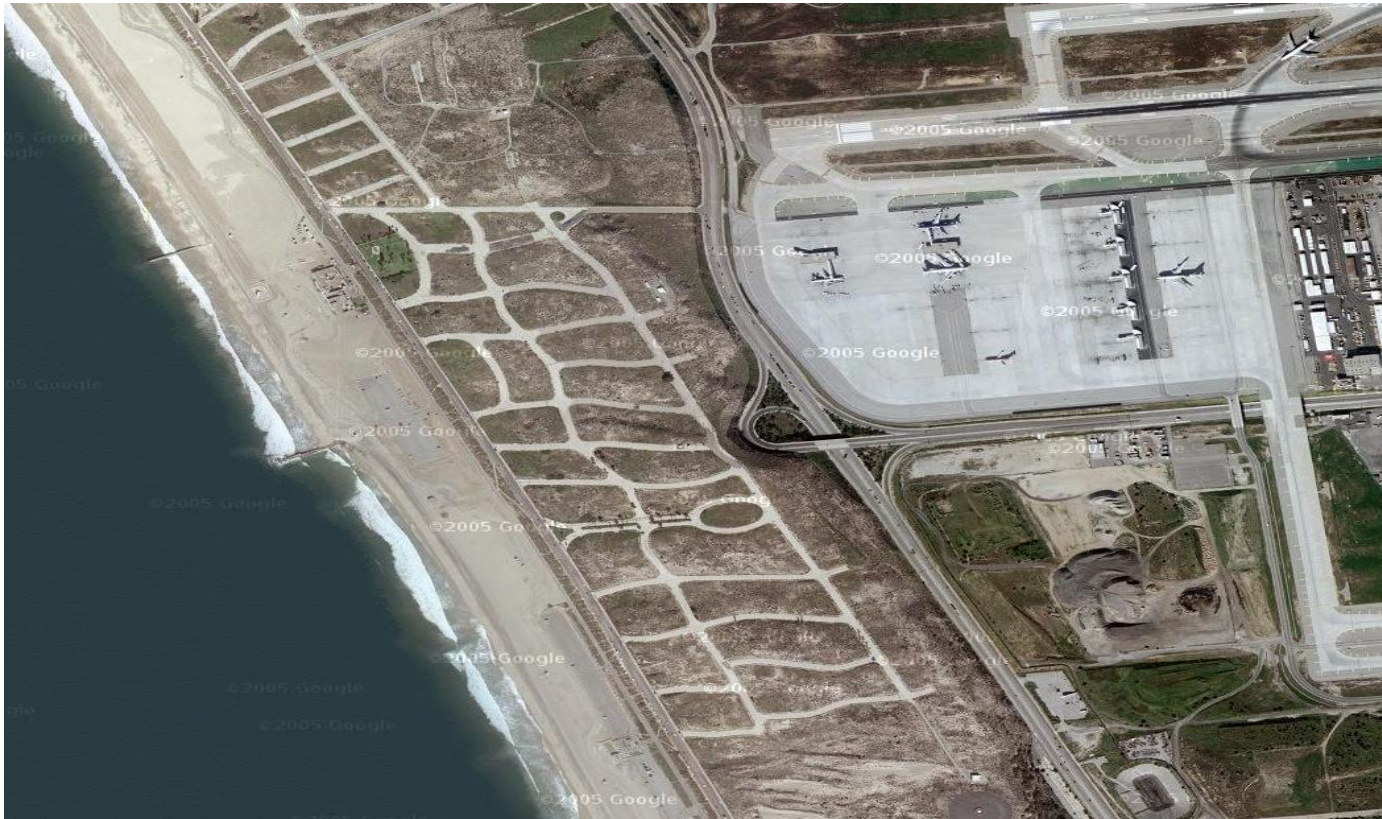
- Litigation is not an exclusive remedy
- Litigation ought to be considered, *in addition to* lobbying, not *instead of*.
- In these cases, litigation, coupled with political and other efforts, resulted in a successful outcome for our clients
- Litigation is leverage. It is political currency to be used at the bargaining table



Park Ridge's Aircraft Noise Problem

- Litigation may not, in some cases, be the whole solution to the problem, but it certainly can play an important role in devising a solution that will benefit the citizens of Park Ridge





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