



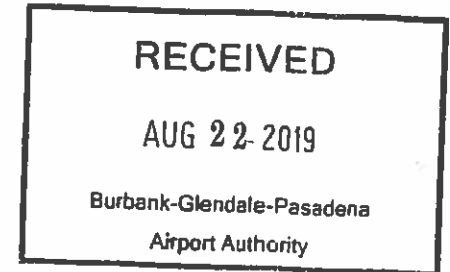
U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Office of the Regional Administrator

777 S. Aviation Blvd.  
El Segundo, CA 90245

**AUG 16 2019**

Ray Adams  
Vice President, Burbank-Glendale-Pasadena Airport Authority  
2627 Hollywood Way  
Burbank, California 91505



Dear Mr. Adams:

Thank you for your June 27, 2019, letter with the Burbank-Glendale-Pasadena Airport Authority Commission's resolution recommending adjustments to takeoff flight patterns from the Hollywood Burbank Airport (BUR). Thank you for your July 19, 2019 letter that follows up on your June 27, 2019 letter.

We have addressed the two recommendations contained within the Burbank-Glendale-Pasadena Airport Authority Commission's resolution below:

**Recommendation 1:**

That the FAA implement alternative dispersal headings and optimize ascent for flights departing the Airport in order to achieve an equitable distribution of impacts on affected communities.

**FAA Response:**

Flight procedures remain within the same historical flight paths that existed prior to the implementation of the Southern California Metroplex. Any proposed adjustment would have to be developed as a new procedure, subject to its own independent process as required by law.

On December 10, 2018, Zareh Sinanyan, President of the Burbank-Glendale-Pasadena Airport Authority, submitted a similar request pursuant to Section 175 of the FAA Reauthorization Act of 2018. In that letter, Mr. Sinanyan asked for the FAA to "consider the feasibility of dispersal headings or other lateral track variations to address community noise concerns." If your June 27, 2019, letter is requesting the same, please note that the FAA previously advised it will consider Mr. Sinanyan's request during the FAA's proposed environmental assessment process. However, if you are requesting airspace procedure changes outside the applicability of the Section 175 of the FAA Reauthorization Act, please consult the FAA's Instrument Flight Procedures (IFP) Information Gateway website. For your ease of reference, here is the link to that website:

[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/procedures/](https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/).

Recommendation 2:

That the FAA implement the maximum feasible time interval between flights departing the Airport as conditions will allow.

FAA Response:

Scheduling aircraft to/from public-use airports is outside of the FAA's scope, and is controlled by the owners/operators of the aircraft/airlines.

Regarding your request that "the FAA take action in the interim to ensure that the historical flight procedures/flight patterns are used by aircraft operators at the Airport while the EA is prepared and the Noise Task Force completes its work", we would like to reiterate that the satellite-navigation portions of today's departure procedures at BUR start 11 to 17 nautical miles north and northwest of the airport. Controllers handle aircraft departing from BUR today as they did before Metroplex; controllers vector aircraft as soon as the aircraft reach the minimum vectoring altitude (MVA) and the departing aircraft have at least 3-nautical mile lateral / 1000-foot vertical separation from other aircraft in the airspace, such as, but not limited to, aircraft arriving into BUR or aircraft departing from Van Nuys airport.

Thank you for this opportunity to review and respond to your concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Raquel Girvin". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Raquel Girvin  
Regional Administrator