

**THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY'S
UPDATE REGARDING ITS NOISE IMPACT
AREA REDUCTION PLAN AND ITS PART 161 STUDY
FOURTH QUARTER 2016**

Pursuant to the California Department of Transportation's ("Caltrans") February 28, 2008 decision granting the Burbank-Glendale-Pasadena Airport Authority ("Authority") a variance ("Variance") from the requirements of Section 5012 of the California Noise Standards, Title 21 California Code of Regulations, §§ 5000 et seq., ("Noise Standards"), effective March 29, 2008 (the "Decision"), the Authority provides the following update regarding the Bob Hope Airport's ("Airport") Noise Impact Area Reduction Plan ("Plan") and the Authority's Part 161 Study ("Study"):

**SUMMARY OF MAJOR PLAN ACCOMPLISHMENTS SINCE
THE GRANT OF THE CURRENT VARIANCE**

- The Airport's Noise Impact Area for the fourth quarter 2016, as defined by the Noise Standards, was 7.26 acres of incompatible land within the 65 dB contour a 2.1% increase from the previous quarter of 7.11 acres.¹ The Noise Impact Area at the time the Authority's current variance was granted was 60.84 acres.

- As of December 31, 2016, the Authority has completed the acoustical treatment of 2,445 residences as part of its Residential Acoustical Treatment Program ("RATP"), and there are no units under construction, design phase or pending signing of the RATP participation agreement. (For a discussion of approved funding for future acoustical treatment, please see separate section entitled "Report Regarding Approved Funding for Future Acoustical Treatment" below.)

¹ The noise impact area has been calculated using updated master contours beginning in the second quarter of 2009.

**SPECIFIC MEASURES TAKEN BY THE AUTHORITY
IN THE PAST QUARTER**

- During the quarter, staff responded to 111 noise complaints from 62 callers, less from the same period in 2015 when 708 noise complaints were filed from 62 callers.

- During the quarter, staff sent 9 notices to operators for suspected noise rule violations, a decrease of 1 from last quarter and an increase of 1 from the same period in 2015.

REPORT ON THE STATUS OF THE PART 161 STUDY

The Airport Authority, on February 2, 2009, as required by the Airport Noise and Capacity Act of 1990 (“ANCA”), submitted pursuant to 14 C.F.R. Part 161 its Part 161 Application to the FAA, seeking approval by the FAA of the imposition of a mandatory full nighttime curfew at the Airport between the hours of 10:00 p.m. through 6:59 a.m. Accompanying the Application, the Authority submitted documentation in support of a finding that the proposed full mandatory curfew in the Application qualifies for a “categorical exclusion” under the National Environmental Policy Act.

As noted in the report for the Third Quarter of 2009, by letter dated October 30, 2009, the FAA announced that it had denied the Authority’s Part 161 Application seeking FAA approval for the imposition of a full mandatory nighttime curfew at the Airport. The FAA’s decision indicated that it did not find that the Application satisfied four of the six statutory conditions required for a restriction to be approved under Part 161, and that it

viewed the ongoing acoustical treatment program at the Airport as the viable method for addressing the Airport's noise problems.

REPORT ON APPROVED FUNDING FOR FUTURE ACOUSTICAL TREATMENT

The RATP program is an approved mitigation measure contained in the Authority's second Part 150 Study completed in 1998 and approved by the FAA in 2000. The Authority has now completed a third Part 150 Study including a Noise Exposure Map (NEM) and a Noise Compatibility Program (NCP) which was approved on November 7, 2016. With this approval, the Authority is now eligible to apply for federal grant funding to continue the program as provided for in the NCP. The mitigation measures studied by the Authority for inclusion in the NCP are as follows:

- Continued funding for eligible single family parcels within the NEM
- Eligibility for Multi-Family properties within the NEM
- Development of an Avigation Easement purchase option.
- Elimination of certain items previously identified in the NCP as mitigation measures that have been completed or that are no longer applicable.

The Authority has currently issued design and/or construction management contracts for the acoustical treatment of approximately 2,445 homes as part of its RATP. As referenced above, the RATP is funded by Airport Improvement Program ("AIP") grants² from the federal government, the Authority's Passenger Facility Charge ("PFC")

² The federal AIP program is administered by the FAA and is intended to provide airports with grant funds for various FAA-approved programs. The Authority has received, as of the close of the 3rd quarter 2015, \$82,677,619 in AIP grants for acoustic treatment of homes of which \$9,659,010 was for the acoustic treatment of four schools. This level of grant commitment represents 80% AIP funding of the costs for insulating approximately 2,445 homes; additionally the authority insulated four schools.

program,³ and Authority funds. Incorporating the revised NEM, the remaining eligible properties within the current 4th Quarter 2016 - 65 CNEL boundary area are as follows:

4th Quarter 2016 – 65 dB CNEL				
	Total Units	Completed	In Construction	Not Treated
Single-Family	212	163	0	49
Multi-Family	9	4	0	5
Total	221	167	0	54

Of the 54 units that have not been treated, the Authority has offered the RATP benefits to all of these property owners; 14 have reported that they may have future interest but not at this time, 19 are not able to participate due to code deficiencies, 12 have indicated they are not interested in participating, and 9 have failed to respond to repeated outreach efforts. Under the new program, multi-family residences will be eligible to participate. Additionally, the new program will offer an Avigation Easement Purchase option.

The Authority’s PFC plan was approved by the FAA and limits the amount of PFC funding for RATP funding to a maximum of 50% of the total project cost. This PFC plan was approved by the FAA to permit fee collection over a multi-year period to use PFC funds to implement various noise mitigation projects. The Authority’s intention has been to conform to its RATP to maximize FAA funding. The FAA previously modified its program guidance to require that AIP funds be prioritized for use in treating the most

³ The PFC program is based on federal law that allows collection of a fixed fee from each enplaned air carrier passenger using the Airport. The fees collected are intended for the purpose of improving airport infrastructure and mitigating environmental impacts of airport operations. The Authority is authorized to collect \$4.50 PFC per enplaned passenger. A significant portion of current and future PFC funds is now being earmarked for various security and infrastructure projects at the Airport.

noise-affected homes inside the 65 CNEL forecasted contour. The Authority's share of future AIP funds will be contingent on the federal budget process. The FAA allocates AIP grants to 429 commercial air carrier airports nationwide based on federal appropriations.

The rate at which homes will be acoustically treated through the RATP depends on future AIP grant levels, the amount of PFC funds collected and not earmarked for other security or infrastructure purposes, and construction costs. In the last few years, the Authority experienced a considerable increase in the, per unit costs of residential acoustical treatment, due to higher building materials and labor costs that are reflected in contractors' bids. These increased costs are consistent with a nationwide trend.

**STATUS OF INDIVIDUAL ELEMENTS OF AUTHORITY'S
NOISE IMPACT AREA REDUCTION PLAN**

NOISE MITIGATION MEASURES	
MEASURE	STATUS
1. Continue existing acoustical treatment program for single-family homes.	As of December 31, 2016, Acoustical treatment of 2, 445 units is completed.
2. Acquisition of avigation easements over land within the 65 + CNEL contour (prior program eligibility area and as currently amended with 2013 NEM)	As of December 31, 2016 a total of 2,179 Avigation Easements have been acquired.
3. Continue as needed acoustical treatment program for schools and preschools not previously treated within 65 CNEL contour.	Completed.

4. Continue noise abatement information program.	Ongoing. Airport Monitoring & Flight Tracking System accessible via airport website introduced March 2003. A newer upgraded Flight Tracking System (WebTrak) was introduced to the public via airport website on December 2014. In September 2004 noise abatement information was painted on the Runway 15 blast fence advising pilots of Voluntary Curfew hours and to “Fly Quietly.” Information also was posted at fixed based operations facilities. Illuminated fly quietly information was installed at each aircraft carrier parking gate.
5. Monitor log of nighttime runway use and operations by aircraft type.	Ongoing.
NOISE ABATEMENT MEASURES	
MEASURE	STATUS
1. Continue requiring compliance with Airport’s Engine Test Run-up Policy.	Ongoing.
2. Continue promoting use of AC 91-53A Noise Abatement Departure Procedure by air carrier jets.	Ongoing.
3. Continue promoting use of NBAA noise abatement procedures, or equivalent manufacture procedure, by general aviation jets.	Ongoing.

**THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY'S
UPDATE REGARDING ITS NOISE IMPACT
AREA REDUCTION PLAN AND ITS PART 161 STUDY
THIRD QUARTER 2016**

Pursuant to the California Department of Transportation's ("Caltrans") February 28, 2008 decision granting the Burbank-Glendale-Pasadena Airport Authority ("Authority") a variance ("Variance") from the requirements of Section 5012 of the California Noise Standards, Title 21 California Code of Regulations, §§ 5000 et seq., ("Noise Standards"), effective March 29, 2008 (the "Decision"), the Authority provides the following update regarding the Bob Hope Airport's ("Airport") Noise Impact Area Reduction Plan ("Plan") and the Authority's Part 161 Study ("Study"):

**SUMMARY OF MAJOR PLAN ACCOMPLISHMENTS SINCE
THE GRANT OF THE CURRENT VARIANCE**

- The Airport's Noise Impact Area for the third quarter 2016, as defined by the Noise Standards, was 7.11 acres of incompatible land within the 65 dB contour a 12.9% increase from the previous quarter of 6.30 acres.¹ The Noise Impact Area at the time the Authority's current variance was granted was 60.84 acres.

- As of September 30, 2016, the Authority has completed the acoustical treatment of 2,445 residences as part of its Residential Acoustical Treatment Program ("RATP"), and there are no units under construction, design phase or pending signing of the RATP participation agreement. (For a discussion of approved funding for future acoustical treatment, please see separate section entitled "Report Regarding Approved Funding for Future Acoustical Treatment" below.)

¹ The noise impact area has been calculated using updated master contours beginning in the second quarter of 2009.

SPECIFIC MEASURES TAKEN BY THE AUTHORITY IN THE PAST QUARTER

- During the quarter staff responded to 110 noise complaints from 29 callers, less from the same period in 2015 when 155 noise complaints were filed from 73 callers. Of the 110 noise complaints, it should be noted that 48 noise complaints were made by two people from the same household.

- During the quarter staff sent 10 notices to operators for suspected noise rule violations, a decrease of 1 from last quarter and 2 more from the same period in 2015.

- The Airport Authority submitted a final version of the Noise Compatibility Plan (NCP) to the FAA and the 180 day comment period commenced on May 2016. The FAA's final determination is anticipated on or before November 7, 2016.

REPORT ON THE STATUS OF THE PART 161 STUDY

The Airport Authority, on February 2, 2009, as required by the Airport Noise and Capacity Act of 1990 ("ANCA"), submitted pursuant to 14 C.F.R. Part 161 its Part 161 Application to the FAA, seeking approval by the FAA of the imposition of a mandatory full nighttime curfew at the Airport between the hours of 10:00 p.m. through 6:59 a.m. Accompanying the Application, the Authority submitted documentation in support of a finding that the proposed full mandatory curfew in the Application qualifies for a "categorical exclusion" under the National Environmental Policy Act.

As noted in the report for the Third Quarter of 2009, by letter dated October 30, 2009, the FAA announced that it had denied the Authority's Part 161 Application seeking FAA approval for the imposition of a full mandatory nighttime curfew at the Airport. The FAA's decision indicated that it did not find that the Application satisfied four of the six statutory conditions required for a restriction to be approved under Part 161, and that it viewed the ongoing acoustical treatment program at the Airport as the viable method for addressing the Airport's noise problems.

REPORT ON APPROVED FUNDING FOR FUTURE ACOUSTICAL TREATMENT

The RATP program is an approved mitigation measure contained in the Authority's second Part 150 Study completed in 1998 and approved by the FAA in 2000. The Authority has now completed a third Part 150 Study including a Noise Exposure Map (NEM) and an NCP which is now with FAA for their review. Once approved, it will enable the Authority to apply for further grant funding to continue the program as provided for in the NCP. Until approved, the Authority will not be able to add any additional units to the RATP program. The mitigation measures being studied by the Authority for inclusion in the NCP are as follows:

- Continued funding for eligible single family parcels within the NEM
- Eligibility for Multi-Family properties within the NEM
- Development of an Avigation Easement purchase option.
- Elimination of certain items previously identified in the NCP as mitigation measures that have been completed or that are no longer applicable.

The Authority has currently issued design and/or construction management contracts for the acoustical treatment of approximately 2,445 homes as part of its RATP.

As referenced above, the RATP is funded by Airport Improvement Program (“AIP”) grants² from the federal government, the Authority’s Passenger Facility Charge (“PFC”) program,³ and Authority funds. Incorporating the revised NEM, the remaining eligible properties within the current 3rd Quarter 2016 - 65 CNEL boundary area are as follows:

3rd Quarter 2016 – 65 dB CNEL				
	Total Units	Completed	In Construction	Not Treated
Single-Family	191	142	0	49
Multi-Family	2	0	0	2
Total	193	142	0	51

Of the 51 units that have not been treated, the Authority has offered the RATP benefits to all of these property owners; 14 have reported that they may have future interest but not at this time, 19 are not able to participate due to code deficiencies, 9 have indicated they are not interested in participating, and 9 have failed to respond to repeated outreach efforts. Under the current program, multi-family residences are not eligible to participate, pending NCP adds eligibility for multi-family residences.

The Authority’s PFC plan was approved by the FAA and limits the amount of PFC funding for RATP funding to a maximum of 50% of the total project cost. This PFC plan was approved by the FAA to permit fee collection over a multi-year period to use PFC

² The federal AIP program is administered by the FAA and is intended to provide airports with grant funds for various FAA-approved programs. The Authority has received, as of the close of the 3rd quarter 2015, \$82,677,619 in AIP grants for acoustic treatment of homes of which \$9,659,010 was for the acoustic treatment of four schools. This level of grant commitment represents 80% AIP funding of the costs for insulating approximately 2,445 homes; additionally the authority insulated four schools.

³ The PFC program is based on federal law that allows collection of a fixed fee from each enplaned air carrier passenger using the Airport. The fees collected are intended for the purpose of improving airport infrastructure and mitigating environmental impacts of airport operations. The Authority is authorized to collect \$4.50 PFC per enplaned passenger. A significant portion of current and future PFC funds is now being earmarked for various security and infrastructure projects at the Airport.

funds to implement various noise mitigation projects. The Authority’s intention has been to conform to its RATP to maximize FAA funding. The FAA previously modified its program guidance to require that AIP funds be prioritized for use in treating the most noise-affected homes inside the 65 CNEL forecasted contour. The Authority’s share of future AIP funds will be contingent on the federal budget process. The FAA allocates AIP grants to 429 commercial air carrier airports nationwide based on federal appropriations.

The rate at which homes will be acoustically treated through the RATP depends on future AIP grant levels, the amount of PFC funds collected and not earmarked for other security or infrastructure purposes, and construction costs. In the last few years, the Authority experienced a considerable increase in the, per unit costs of residential acoustical treatment, due to higher building materials and labor costs that are reflected in contractors’ bids. These increased costs are consistent with a nationwide trend.

**STATUS OF INDIVIDUAL ELEMENTS OF AUTHORITY’S
NOISE IMPACT AREA REDUCTION PLAN**

NOISE MITIGATION MEASURES	
MEASURE	STATUS
1. Continue existing acoustical treatment program for single-family homes.	As of September 30, 2016, Acoustical treatment of 2, 445 units is completed.
2. Acquisition of avigation easements over land within the 65 + CNEL contour (prior program eligibility area and as currently amended with 2013 NEM)	As of September 30, 2016 a total of 2,179 Avigation Easements have been acquired.

3. Continue as needed acoustical treatment program for schools and preschools not previously treated within 65 CNEL contour.	Completed.
4. Continue noise abatement information program.	Ongoing. Airport Monitoring & Flight Tracking System accessible via airport website introduced March 2003. A newer upgraded Flight Tracking System (WebTrak) was introduced to the public via airport website on December 2014. In September 2004 noise abatement information was painted on the Runway 15 blast fence advising pilots of Voluntary Curfew hours and to “Fly Quietly.” Information also was posted at fixed based operations facilities. Illuminated fly quietly information was installed at each aircraft carrier parking gate.
5. Monitor log of nighttime runway use and operations by aircraft type.	Ongoing.
NOISE ABATEMENT MEASURES	
MEASURE	STATUS
1. Continue requiring compliance with Airport’s Engine Test Run-up Policy.	Ongoing.
2. Continue promoting use of AC 91-53A Noise Abatement Departure Procedure by air carrier jets.	Ongoing.
3. Continue promoting use of NBAA noise abatement procedures, or equivalent manufacture procedure, by general aviation jets.	Ongoing.

**THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY'S
UPDATE REGARDING ITS NOISE IMPACT
AREA REDUCTION PLAN AND ITS PART 161 STUDY
SECOND QUARTER 2016**

Pursuant to the California Department of Transportation's ("Caltrans") February 28, 2008 decision granting the Burbank-Glendale-Pasadena Airport Authority ("Authority") a variance ("Variance") from the requirements of Section 5012 of the California Noise Standards, Title 21 California Code of Regulations, §§ 5000 et seq., ("Noise Standards"), effective March 29, 2008 (the "Decision"), the Authority provides the following update regarding the Bob Hope Airport's ("Airport") Noise Impact Area Reduction Plan ("Plan") and the Authority's Part 161 Study ("Study"):

**SUMMARY OF MAJOR PLAN ACCOMPLISHMENTS SINCE
THE GRANT OF THE CURRENT VARIANCE**

- The Airport's Noise Impact Area for the second quarter 2016, as defined by the Noise Standards, was 6.30 acres of incompatible land within the 65 dB contour a 1.075% increase from the previous quarter of 5.86 acres.¹ The Noise Impact Area at the time the Authority's current variance was granted was 60.84 acres.

- As of June 30, 2016, the Authority has completed the acoustical treatment of 2,445 residences as part of its Residential Acoustical Treatment Program ("RATP"), and there are no units under construction, design phase or pending signing of the RATP participation agreement. (For a discussion of approved funding for future acoustical treatment, please see separate section entitled "Report Regarding Approved Funding for Future Acoustical Treatment" below.)

¹ The noise impact area has been calculated using updated master contours beginning in the second quarter of 2009.

SPECIFIC MEASURES TAKEN BY THE AUTHORITY IN THE PAST QUARTER

- During the quarter staff responded to 125 noise complaints from 47 callers, less from the same period in 2015 when 146 noise complaints were filed from 57 callers.
- During the quarter staff sent 11 notices to operators for suspected noise rule violations, with no changes from last quarter and 8 more from the same period in 2015.
- The Airport Authority submitted a final version of the Noise Compatibility Plan (NCP) to the FAA and the 180 day comment period commenced on May 2016. The FAA's final determination is anticipated on or before November 7, 2016.

REPORT ON THE STATUS OF THE PART 161 STUDY

The Airport Authority, on February 2, 2009, as required by the Airport Noise and Capacity Act of 1990 ("ANCA"), submitted pursuant to 14 C.F.R. Part 161 its Part 161 Application to the FAA, seeking approval by the FAA of the imposition of a mandatory full nighttime curfew at the Airport between the hours of 10:00 p.m. through 6:59 a.m. Accompanying the Application, the Authority submitted documentation in support of a finding that the proposed full mandatory curfew in the Application qualifies for a "categorical exclusion" under the National Environmental Policy Act.

As noted in the report for the Third Quarter of 2009, by letter dated October 30, 2009, the FAA announced that it had denied the Authority's Part 161 Application seeking

FAA approval for the imposition of a full mandatory nighttime curfew at the Airport. The FAA's decision indicated that it did not find that the Application satisfied four of the six statutory conditions required for a restriction to be approved under Part 161, and that it viewed the ongoing acoustical treatment program at the Airport as the viable method for addressing the Airport's noise problems.

REPORT ON APPROVED FUNDING FOR FUTURE ACOUSTICAL TREATMENT

The RATP program is an approved mitigation measure contained in the Authority's second Part 150 Study completed in 1998 and approved by the FAA in 2000. The Authority has now completed a third Part 150 Study including a Noise Exposure Map (NEM) and an NCP which is now with FAA for their review. Once approved, it will enable the Authority to apply for further grant funding to continue the program as provided for in the NCP. Until approved, the Authority will not be able to add any additional units to the RATP program. The mitigation measures being studied by the Authority for inclusion in the NCP are as follows:

- Continued funding for eligible single family parcels within the NEM
- Eligibility for Multi-Family properties within the NEM
- Development of an Avigation Easement purchase option.
- Elimination of certain items previously identified in the NCP as mitigation measures that have been completed or that are no longer applicable.

The Authority has currently issued design and/or construction management contracts for the acoustical treatment of approximately 2,445 homes as part of its RATP. As referenced above, the RATP is funded by Airport Improvement Program ("AIP")

grants² from the federal government, the Authority’s Passenger Facility Charge (“PFC”) program,³ and Authority funds. Incorporating the revised NEM, the remaining eligible properties within the current 2nd Quarter 2016 - 65 CNEL boundary area are as follows:

2nd Quarter 2016 – 65 dB CNEL				
	Total Units	Completed	In Construction	Not Treated
Single-Family	154	111	0	43
Multi-Family	2	0	0	2
Total	156	111	0	45

Of the 45 units that have not been treated, the Authority has offered the RATP benefits to all of these property owners; 13 have reported that they may have future interest but not at this time, 17 are not able to participate due to code deficiencies, 7 have indicated they are not interested in participating, and 8 have failed to respond to repeated outreach efforts. Under the current program, multi-family residences are not eligible to participate, pending NCP adds eligibility for multi-family residences.

The Authority’s PFC plan was approved by the FAA and limits the amount of PFC funding for RATP funding to a maximum of 50% of the total project cost. This PFC plan was approved by the FAA to permit fee collection over a multi-year period to use PFC funds to implement various noise mitigation projects. The Authority’s intention has been to

² The federal AIP program is administered by the FAA and is intended to provide airports with grant funds for various FAA-approved programs. The Authority has received, as of the close of the 3rd quarter 2015, \$82,677,619 in AIP grants for acoustic treatment of homes of which \$9,659,010 was for the acoustic treatment of four schools. This level of grant commitment represents 80% AIP funding of the costs for insulating approximately 2,445 homes; additionally the authority insulated four schools.

³ The PFC program is based on federal law that allows collection of a fixed fee from each enplaned air carrier passenger using the Airport. The fees collected are intended for the purpose of improving airport infrastructure and mitigating environmental impacts of airport operations. The Authority is authorized to collect \$4.50 PFC per enplaned passenger. A significant portion of current and future PFC funds is now being earmarked for various security and infrastructure projects at the Airport.

conform to its RATP to maximize FAA funding. The FAA previously modified its program guidance to require that AIP funds be prioritized for use in treating the most noise-affected homes inside the 65 CNEL forecasted contour. The Authority's share of future AIP funds will be contingent on the federal budget process. The FAA allocates AIP grants to 429 commercial air carrier airports nationwide based on federal appropriations.

The rate at which homes will be acoustically treated through the RATP depends on future AIP grant levels, the amount of PFC funds collected and not earmarked for other security or infrastructure purposes, and construction costs. In the last few years, the Authority experienced a considerable increase in the, per unit costs of residential acoustical treatment, due to higher building materials and labor costs that are reflected in contractors' bids. These increased costs are consistent with a nationwide trend.

**STATUS OF INDIVIDUAL ELEMENTS OF AUTHORITY'S
NOISE IMPACT AREA REDUCTION PLAN**

NOISE MITIGATION MEASURES	
MEASURE	STATUS
1. Continue existing acoustical treatment program for single-family homes.	As of June 30, 2016, Acoustical treatment of 2, 445 units is completed.
2. Acquisition of avigation easements over land within the 65 + CNEL contour (prior program eligibility area and as currently amended with 2013 NEM)	As of June 30, 2016 a total of 2,179 Avigation Easements have been acquired.

3. Continue as needed acoustical treatment program for schools and preschools not previously treated within 65 CNEL contour.	Completed.
4. Continue noise abatement information program.	Ongoing. Airport Monitoring & Flight Tracking System accessible via airport website introduced March 2003. A newer upgraded Flight Tracking System (WebTrak) was introduced to the public via airport website on December 2014. In September 2004 noise abatement information was painted on the Runway 15 blast fence advising pilots of Voluntary Curfew hours and to “Fly Quietly.” Information also was posted at fixed based operations facilities. Illuminated fly quietly information was installed at each aircraft carrier parking gate.
5. Monitor log of nighttime runway use and operations by aircraft type.	Ongoing.
NOISE ABATEMENT MEASURES	
MEASURE	STATUS
1. Continue requiring compliance with Airport’s Engine Test Run-up Policy.	Ongoing.
2. Continue promoting use of AC 91-53A Noise Abatement Departure Procedure by air carrier jets.	Ongoing.
3. Continue promoting use of NBAA noise abatement procedures, or equivalent manufacture procedure, by general aviation jets.	Ongoing.

**THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY'S
UPDATE REGARDING ITS NOISE IMPACT
AREA REDUCTION PLAN AND ITS PART 161 STUDY
FIRST QUARTER 2016**

Pursuant to the California Department of Transportation's ("Caltrans") February 28, 2008 decision granting the Burbank-Glendale-Pasadena Airport Authority ("Authority") a variance ("Variance") from the requirements of Section 5012 of the California Noise Standards, Title 21 California Code of Regulations, §§ 5000 et seq., ("Noise Standards"), effective March 29, 2008 (the "Decision"), the Authority provides the following update regarding the Bob Hope Airport's ("Airport") Noise Impact Area Reduction Plan ("Plan") and the Authority's Part 161 Study ("Study"):

**SUMMARY OF MAJOR PLAN ACCOMPLISHMENTS SINCE
THE GRANT OF THE CURRENT VARIANCE**

- The Airport's Noise Impact Area for the first quarter 2016, as defined by the Noise Standards, was 5.86 acres of incompatible land within the 65 dB contour, this did not change from the previous quarter.¹ The Noise Impact Area at the time the Authority's current variance was granted was 60.84 acres.

- As of March 31, 2016, the Authority has completed the acoustical treatment of 2,445 residences as part of its Residential Acoustical Treatment Program ("RATP"), and there are no units under construction, design phase or pending signing of the RATP participation agreement. (For a discussion of approved funding for future acoustical treatment, please see separate section entitled "Report Regarding Approved Funding for Future Acoustical Treatment" below.)

¹ The noise impact area has been calculated using updated master contours beginning in the second quarter of 2009.

**SPECIFIC MEASURES TAKEN BY THE AUTHORITY
IN THE PAST QUARTER**

- During the quarter staff responded to 228 noise complaints from 62 callers, a significant increase from the same period in 2015 when 47 noise complaints were filled from 29 callers. Of the 228 noise complaints, it should be noted that 101 noise complaints were made by one individual.

- During the quarter staff sent 11 notices to operators for suspected noise rule violations, an increase of 3 from last quarter and an increase of 4 from the same period in 2015.

- The Airport Authority submitted a final version of the Noise Compatibility Plan (NCP) to the FAA and the 180 day comment period commenced on May 2016. The FAA’s final determination is anticipated on or before November 7, 2016.

REPORT ON THE STATUS OF THE PART 161 STUDY

The Airport Authority, on February 2, 2009, as required by the Airport Noise and Capacity Act of 1990 (“ANCA”), submitted pursuant to 14 C.F.R. Part 161 its Part 161 Application to the FAA, seeking approval by the FAA of the imposition of a mandatory full nighttime curfew at the Airport between the hours of 10:00 p.m. through 6:59 a.m. Accompanying the Application, the Authority submitted documentation in support of a finding that the proposed full mandatory curfew in the Application qualifies for a “categorical exclusion” under the National Environmental Policy Act.

As noted in the report for the Third Quarter of 2009, by letter dated October 30, 2009, the FAA announced that it had denied the Authority's Part 161 Application seeking FAA approval for the imposition of a full mandatory nighttime curfew at the Airport. The FAA's decision indicated that it did not find that the Application satisfied four of the six statutory conditions required for a restriction to be approved under Part 161, and that it viewed the ongoing acoustical treatment program at the Airport as the viable method for addressing the Airport's noise problems.

REPORT ON APPROVED FUNDING FOR FUTURE ACOUSTICAL TREATMENT

The RATP program is an approved mitigation measure contained in the Authority's second Part 150 Study completed in 1998 and approved by the FAA in 2000. The Authority has commenced a third Part 150 Study and has completed the first of two phases which establishes a revised Noise Exposure Map (NEM). The second phase which updates the NCP is completed in initial draft form and is being reviewed by FAA for completeness; once approved will enable the Authority to apply for further grant funding to continue the program. Until approved by the FAA and posted to the National Register for six (6) months, the Authority will not be able to add any additional units to the RATP program. The mitigation measures being studied by the Authority for inclusion in the NCP are as follows:

- Continued funding for eligible single family parcels within the NEM
- Eligibility for Multi-Family properties within the NEM
- Development of an Avigation Easement purchase option.
- Elimination of certain items previously identified in the NCP as mitigation measures that have been completed or that are no longer applicable.

The Authority has currently issued design and/or construction management contracts for the acoustical treatment of approximately 2,445 homes as part of its RATP. As referenced above, the RATP is funded by Airport Improvement Program (“AIP”) grants² from the federal government, the Authority’s Passenger Facility Charge (“PFC”) program,³ and Authority funds. Incorporating the revised NEM, the remaining eligible properties within the current 1st Quarter 2016 - 65 CNEL boundary area are as follows:

1st Quarter 2016 – 65 dB CNEL				
	Total Units	Completed	In Construction	Not Treated
Single-Family	140	100	0	42
Multi-Family	0	0	0	0
Total	140	100	0	42

Of the 42 units that have not been treated, the Authority has offered the RATP benefits to all of these property owners; 12 have reported that they may have future interest but not at this time, 15 are not able to participate due to code deficiencies, 7 have indicated they are not interested in participating, and 8 have failed to respond to repeated outreach efforts. Under the current program, multi-family residences are not eligible to participate, pending NCP adds eligibility for multi-family residences.

The Authority’s PFC plan was approved by the FAA and limits the amount of PFC

² The federal AIP program is administered by the FAA and is intended to provide airports with grant funds for various FAA-approved programs. The Authority has received, as of the close of the 3rd quarter 2015, \$82,677,619 in AIP grants for acoustic treatment of homes of which \$9,659,010 was for the acoustic treatment of four schools. This level of grant commitment represents 80% AIP funding of the costs for insulating approximately 2,445 homes; additionally the authority insulated four schools.

³ The PFC program is based on federal law that allows collection of a fixed fee from each enplaned air carrier passenger using the Airport. The fees collected are intended for the purpose of improving airport infrastructure and mitigating environmental impacts of airport operations. The Authority is authorized to collect \$4.50 PFC per enplaned passenger. A significant portion of current and future PFC funds is now being earmarked for various security and infrastructure projects at the Airport.

funding for RATP funding to a maximum of 50% of the total project cost. This PFC plan was approved by the FAA to permit fee collection over a multi-year period to use PFC funds to implement various noise mitigation projects. The Authority's intention has been to conform to its RATP to maximize FAA funding. The FAA previously modified its program guidance to require that AIP funds be prioritized for use in treating the most noise-affected homes inside the 65 CNEL forecasted contour. The Authority's share of future AIP funds will be contingent on the federal budget process. The FAA allocates AIP grants to 429 commercial air carrier airports nationwide based on federal appropriations.

The rate at which homes will be acoustically treated through the RATP depends on future AIP grant levels, the amount of PFC funds collected and not earmarked for other security or infrastructure purposes, and construction costs. In the last few years, the Authority experienced a considerable increase in the, per unit costs of residential acoustical treatment, due to higher building materials and labor costs that are reflected in contractors' bids. These increased costs are consistent with a nationwide trend.

**STATUS OF INDIVIDUAL ELEMENTS OF AUTHORITY'S
NOISE IMPACT AREA REDUCTION PLAN**

NOISE MITIGATION MEASURES	
MEASURE	STATUS
1. Continue existing acoustical treatment program for single-family homes.	As of March 31, 2016, Acoustical treatment of 2, 445 units is completed.

2. Acquisition of avigation easements over land within the 65 + CNEL contour (prior program eligibility area and as currently amended with 2013 NEM)	As of March 31, 2016 a total of 2,179 Avigation Easements have been acquired.
3. Continue as needed acoustical treatment program for schools and preschools not previously treated within 65 CNEL contour.	Completed.
4. Continue noise abatement information program.	Ongoing. Airport Monitoring & Flight Tracking System accessible via airport website introduced March 2003. A newer upgraded Flight Tracking System (WebTrak) was introduced to the public via airport website on December 2014. In September 2004 noise abatement information was painted on the Runway 15 blast fence advising pilots of Voluntary Curfew hours and to “Fly Quietly.” Information also was posted at fixed based operations facilities. Illuminated fly quietly information was installed at each aircraft carrier parking gate.
5. Monitor log of nighttime runway use and operations by aircraft type.	Ongoing.
NOISE ABATEMENT MEASURES	
MEASURE	STATUS
1. Continue requiring compliance with Airport’s Engine Test Run-up Policy.	Ongoing.
2. Continue promoting use of AC 91-53A Noise Abatement Departure Procedure by air carrier jets.	Ongoing.
3. Continue promoting use of NBAA noise abatement procedures, or equivalent manufacture procedure, by general aviation jets.	Ongoing.