



Hollywood
Burbank
Airport



Part 150 **STUDY**



Noise Compatibility Study Public Open House #1

January 30, 2025

Airport History



- 1930** ● Opens as United Airport; largest in LA until 1946
- 1934 - 1940** ● Renamed Union Air Terminal, then Lockheed Air Terminal after purchase by Lockheed.
- 1967** ● Renamed Hollywood–Burbank Airport, introducing jet services.
- 1978** ● Authority acquired Airport, and renamed it to Burbank–Glendale–Pasadena Airport
- 2003** ● Renamed Bob Hope Airport in honor of the comedian.
- 2014 - 2017** ● Regional Intermodal Transportation Center opens; rebranded as Hollywood Burbank Airport.
- 2024 - 2026** ● Breaks ground on new terminal, set to open in 2026 with modern facilities.

Noise Exposure Map (NEM) accepted by FAA in 1988, 2000, and 2013.

Noise Compatibility Program (NCP) measures approved by FAA in 1989, 2000, 2004, and 2016.



Airport Facility Overview - 2024



2 Intersecting Runways	6,886 Feet of Runway, North-South	5,802 Feet of Runway, East-West	555 Acres on the Premises	140,000 Total Aircraft Operations	6 million Annual Passengers
24,000 General Aviation Operations	400 Military Operations	64,000 Air Carrier Operations	25,000 Air Taxi Operations	1 Aircraft Rescue and Firefighting Station	2 Fixed-Base Operators & 2 Cargo Carriers

Part 150 Overview



Regulation

Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150 or “Part 150”), “Airport Noise Compatibility Planning”

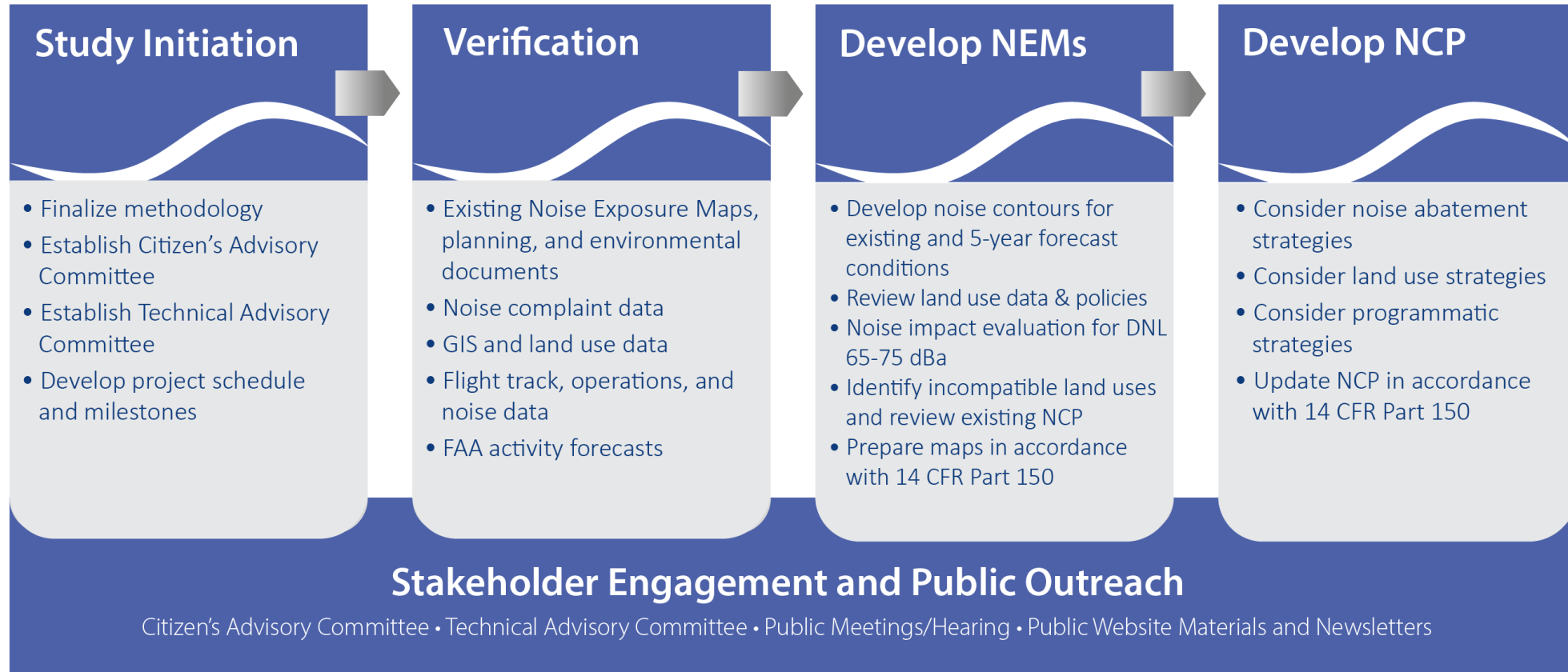
- Voluntary FAA-defined process for airport noise studies
 - Over 250 airports have participated
- Sets national standards for analysis
- Provides access to FAA funding of some approved measures

Technical Elements

Part 150 has two technical elements:

- 1. Noise Exposure Map (NEM)**
FAA Accepts the document as being completed per 14 CFR Part 150
- 2. Noise Compatibility Program (NCP)**
FAA Accepts the document as being completed per 14 CFR Part 150
FAA approves/disapproves each Airport-recommended measure in a Record of Approval (ROA)

Planning Process



Roles and Responsibilities



BGPAA

- Project sponsor
- Contracts with consultant team
- Certifies the NEM is accurate and complete
- Submits NEM Update to the FAA for acceptance

FAA

- Provides federal funding for NEM Update
- Accepts NEM update
- Certification that the documentation meets federal regulations and guidelines

Consultant Team

- Overall project management, documentation, and outreach
- Aircraft noise analysis
- Land use compatibility analysis
- Aviation forecast and airfield analysis

Advisory Committees

- Review study inputs, assumptions, analyses, documentation, etc.
- Input, advice, and guidance related to NEM development

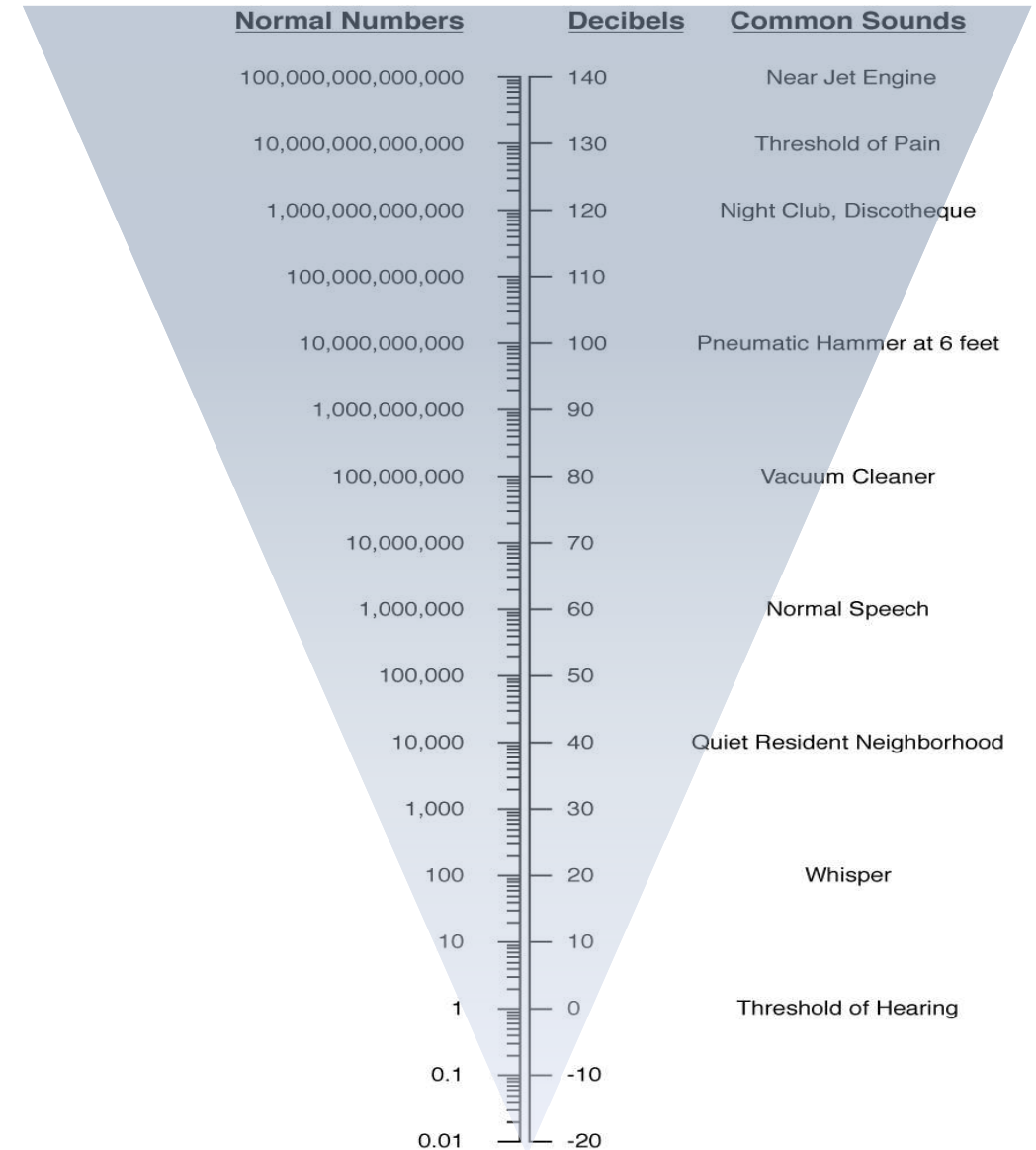
Public

- Provide input on study during comment period
- Review public draft documents

Noise Terminology

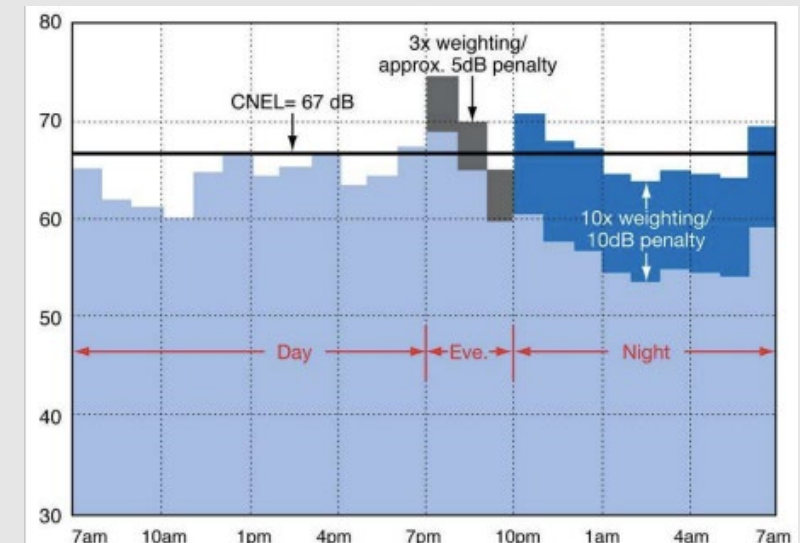
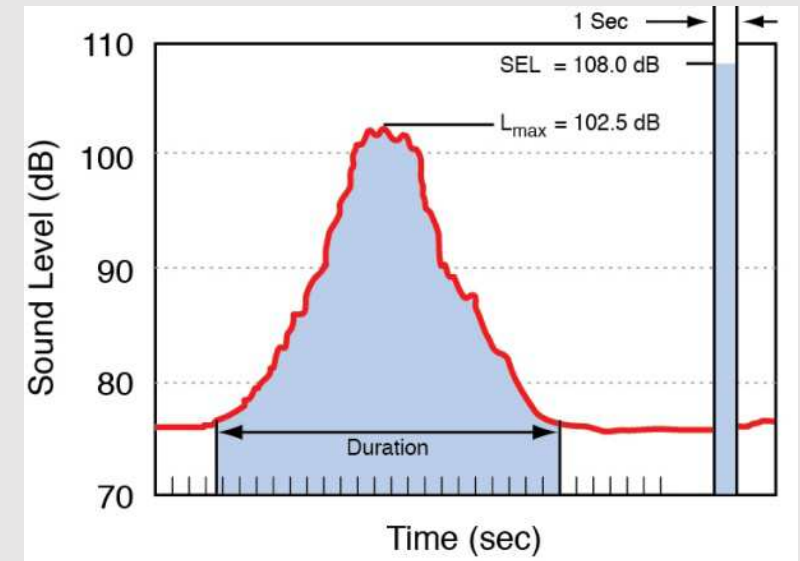
Reported in A-weighted decibels (dB)

- Logarithmic scale base 10
- We hear sound pressures over a large range
- We perceive sounds in decibels



Noise Terminology

- Maximum Noise Level (L_{\max})
- Single Event Noise Exposure Level (SENEL)
- Equivalent Sound Level (L_{eq})
- Community Noise Equivalent Level (CNEL)



Noise Terminology



Decibels

- The decibel (**dB**) is a complex logarithmic quantity based on sound pressure
- A-weighted decibels correlate well with how we hear

Noise Levels

- Noise levels can be expressed many ways depending on their purpose, including but not limited to:
 - Instantaneous maximum noise levels (L_{\max})
 - Single event dose (SEL)
 - Long-duration exposure (CNEL)

Part 150 Requirements

- FAA requires use of CNEL in a Part 150 study
- FAA Part 150 land use compatibility guidelines:
 - ***All land use is compatible with aircraft noise less than CNEL 65 dB***
 - Land use compatibility assessments use 5-dB contour bands
 - 65 to 70 dB
 - 70 to 75 dB
 - Greater than 75 dB

NEM Development

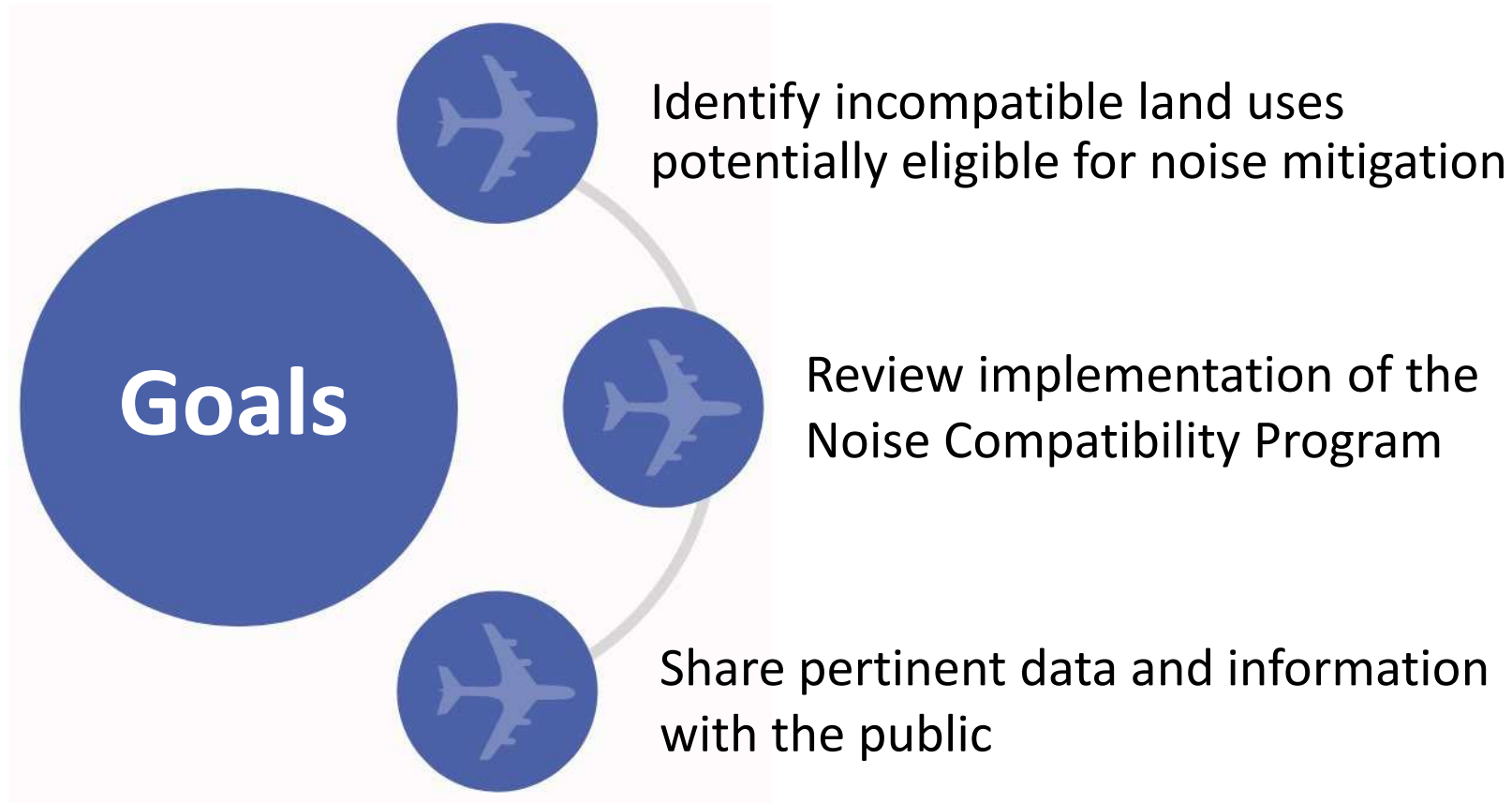


- ✓ Develop noise contours for existing (2025) and 5-year forecast (2030) conditions
- ✓ Collect land use data and policies
- ✓ Assess noise compatibility for aircraft exposure of CNEL 65 dB and greater
- ✓ Prepare documentation in accordance with 14 CFR Part 150



FAA-Accepted 2017 Noise Exposure Map for BUR

NEM Update Goals



Note: FAA requires that Noise Exposure Maps reflect existing and/or forecast conditions at all times – thus the need to update them on a regular basis.

NCP Development



Objectives of Proposed Measures

- **Reduce** exposure over incompatible uses
- **Mitigate** exposure where it cannot be reduced to compatible levels
- **Limit** growth in exposure over incompatible uses
- **Prevent** introduction of new incompatible uses

Land Use Strategies

- Land acquisition
- Sound insulation
- Avigation easements
- Prevention
- Land use controls
- Real estate disclosures

Noise Abatement Strategies

- Flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Use restrictions

Programmatic Measures

- Implementation
- Promotion
- Monitoring
- Reporting
- NEM updating
- NCP Revision



Analysis and Selection Process

- 1) Evaluate effectiveness in addressing objectives
- 2) Evaluate feasibility (economic, operational, safety, etc.)
- 3) Select most effective “package” of measures
- 4) Identify implementation responsibilities, schedule, etc.
- 5) If not recommended, document reason(s)

Typical Progression



Step
1

Identify Incompatible Land Uses

Existing conditions Noise Exposure Map
Forecast conditions Noise Exposure Map

Step
2

Consider Noise Abatement Strategies

Reduce exposure over incompatible uses
Limit growth in exposure over incompatible uses

Step
3

Consider Land Use Strategies

Mitigate residual incompatibilities
Prevent introduction of new incompatible uses

Step
4

Consider Programmatic Strategies

Implement and promote measures
Monitor and report on effectiveness
Update NEMs and revise NCP as appropriate

Schedule

January 2024	Project Kick Off
February 2024	Data Collection and Study Protocol Development
January 30, 2025	Open House #1 (Study Introduction)
Spring 2025	Publish Draft NEM Document, 30-Day Review Period
May 22, 2025	Open House Meeting #2 (NEM Draft Document)
Summer 2025	Submit NEM to FAA, NCP Phase Begins
Spring 2026	Open House #3 (Draft NCP Recommendations)
Fall 2026	Open House #4 and Public Hearing (Draft NCP document)
November 2026	Submit NCP to FAA

Leave a Comment

Comment Form:

<https://sur-vey.typeform.com/to/V0PugDM>



Find Out More

Website:

www.hollywoodburbankairport.com/noise/part-150-study-update

