March 20, 2025

CALL AND NOTICE OF A REGULAR MEETING OF THE
CITIZEN'S ADVISORY COMMITTEE
OF THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

NOTICE is hereby given that a regular meeting of the Citizen's Advisory Committee (CAC) for the Hollywood Burbank Airport Part 150 Study will be held Thursday, March 27, 2025 from 4:00 p.m. to 6:00 p.m. in the Airport Skyroom of Hollywood Burbank Airport, 2627 N. Hollywood Way, Burbank, California 91505.

Terri Williams, Board Secretary
Burbank-Glendale-Pasadena Airport Authority

REGULAR MEETING OF THE
CITIZEN'S ADVISORY COMMITTEE (CAC)
FOR THE HOLLYWOOD BURBANK AIRPORT PART 150 STUDY
Airport Skyroom
Thursday, March 27, 2025
4:00 p.m.

The public comment period is the opportunity for members of the public to address the Committee on agenda items and on airport-related non-agenda matters that are within the Committee's subject matter jurisdiction. At the discretion of the presiding officer, public comment on an agenda item may be presented when that item is reached.

Members of the public are requested to observe the following decorum when attending or participating in meetings of the Committee:

- *Turn off cellular telephones and pagers.*
- *Refrain from disorderly or boisterous conduct, including loud, threatening, profane, or abusive language, clapping, whistling, stamping, or other acts that disrupt or otherwise render unfeasible the orderly conduct of the meeting.*
- *If you desire to address the Committee during the public comment period, fill out a speaker request card and present it to a project team member.*
- *Confine remarks to agenda items or to airport-related non-agenda matters that are within the Committee's subject matter jurisdiction.*
- *Limit comments to three minutes or to such other period of time as may be specified by the presiding officer.*

The following activities are prohibited:

- *Allocation of speaker time to another person.*
- *Video presentations requiring use of Authority equipment.*

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the Authority to the Committee less than 72 hours prior to that meeting are available for public inspection at Hollywood Burbank Airport (2627 N. Hollywood Way, Burbank) in the administrative office during normal business hours.

In accordance with the Americans with Disabilities Act of 1990, if you require a disability related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the Board Secretary at (818) 840-8840 at least 48 hours prior to the meeting.

AGENDA

Thursday, March 27, 2025

1. Roll Call
   - A brief acknowledgement of Committee members in attendance to confirm quorum and document participation for the meeting.

2. Approval of Agenda

3. Approval of Minutes – January 30, 2025

4. Introductions
   - Introduction of the study team and Citizen's Advisory Committee members.

5. Public Comment
   - Opportunity for members of the public to address the Committee.

6. Roles and Responsibilities
   - Brief overview of the roles and responsibilities of stakeholders and the Committee.

7. Update on March 17th BGPAA Commission Meeting
   - Information regarding CAC membership agenda item

8. Committee Chair Selection Process

9. Part 150 Overview
   - Summary of the Part 150 regulation and technical elements.

10. Aviation Forecast
    - Overview of the aviation forecast for the Part 150 study.

11. Land Use
    - Summary of land use data collection and review of the land use map for the Part 150 study.

12. Noise Model Input Overview
    - Overview of the noise modeling process and results for the Part 150 study.

13. Next Steps, Schedule, and Project Contacts
    - Summary of the next steps, project schedule, and list of contact information for the Part 150 study.

14. Discussion
    - Opportunity for Committee members to ask questions regarding agenda-related items.

MINUTES OF THE CITIZEN'S ADVISORY COMMITTEE MEETING
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

THURSDAY, JANUARY 30, 2025

The Airport Authority held the first Part 150 Study Citizen's Advisory Committee meeting that was called to order on this date at the Burbank Elks Lodge at 4:02 PM by Eugene Reindel, Vice President with HMMH. A roll call was announced, and with a total of eight members of the committee present, a quorum was declared.

1. Roll Call **Present:**	Raymond Scholl, Laura Ioanou, Martin Perlmutter, Aurora Abracia, Adrian Fieda, Carl Povilaitis, Rey Rodriguez, Phlunte Riddle
Absent:	Dino Barajas
Also Present:	Authority staff: Patrick Lammerding, Aaron Galinis, Maggie Martinez; HMMH: Eugene Reindel, Timothy Middleton, Mariano Sarrate, Corbett Smith; Mead&Hunt: Ryk Dunkelberg; Arellano Associates: Stacey Falcioni and Eric Davidian
2. Introductions	Eugene Reindel, HMMH, introduced the study team and CAC members and reviewed the meeting agenda.
3. Public Comment	Thirteen members of the public provided public comments, including: Federico F., Lori Rittenberg, Heidi Mackay, Janine Love, John Van Tongern, Susan Hammer, Linda Clarke, Eric Robinson, Jane Goe, Benj Thall, Amy Higgins, Doug Mensman; Luke Klipp, Office of Laura Friedman.
4. Roles and Responsibilities	The Citizen's Advisory Committee (CAC) serves as an advisory body for the Hollywood Burbank Airport Part 150 Noise Compatibility Study focused on gathering public input on aircraft noise issues and assisting in the update of the Noise Exposure Map (NEM) and Noise Compatibility Program (NCP). Members are responsible for reviewing technical materials, analyzing aircraft noise data, and providing community perspectives on land use compatibility and mitigation measures. While CAC members represent their respective cities and contribute insights, the Authority Commission retains the discretion to accept or reject their recommendations and is responsible for submitting the final study to the FAA, which holds ultimate decision-making authority.
5. Airport Overview	Eugene Reindel, Vice President with HMMH provided am overview of the Airport Authority and noted that the Airport has undergone multiple FAA-approved Noise Compatibility Program (NCP) measures and Noise Exposure Map (NEM) updates to address aircraft noise.
6. Aircraft Noise Terminology	Eugene Reindel, HMMH, reviewed Aircraft Noise Terminology. The FAA Part 150 study requires DNL, but California mandates CNEL to assess land use compatibility in 5-dB contour bands starting at 65 dB CNEL. He noted that the measurements help regulate noise impacts and inform mitigation strategies under FAA's Noise Compatibility Planning process.

7. Noise Compatibility Program	Eugene Reindel, HMMH, described the Airport Noise Compatibility Program (NCP). Under FAA Part 150, the NCP mitigates aircraft noise through Noise Exposure Maps (NEMs) and strategic Noise Compatibility Programs (NCPs). It assesses noise abatement, land use planning, and mitigation measures, with FAA-approved actions eligible for federal funding. Regular updates ensure compliance, and public input is integral through workshops and comment periods.
8. Schedule and Meeting Topics	Eugene Reindel, HMMH, stated the second Citizens Advisory Committee (CAC) meeting is anticipated to be held on March 27, 2025. The focus of the meeting will be to review collected data, committee feedback, and updated noise modeling inputs. He also presented that the Part 150 Study will span from 2024 to winter 2026/27, with data collection, public meetings, and workshops leading to NEM submission in summer 2025, followed by the NCP phase and final FAA submission by Winter 2026/27.
9. Project Contacts	Eugene Reindel, HMMH mentioned the project contacts for the Part 150 Study include a dedicated project website for updates and resources, an email contact BURPart150Study@arellanoassociates.com for inquiries, and Timothy Middleton, C.M., as the Project Manager for direct communication.
10. Discussions	Following the presentation, Stacey Falcioni, Project Manager, Arellano Associates administered a discussion with committee members. Committee members engaged in a discussion, raising a total of 20 questions and comments.


Hollywood
Burbank
Airport
Part 150 STUDY
Noise Compatibility Study
Citizen's Advisory Committee
Meeting #2
March 27, 2025

INTRODUCTIONS

Study Team

AIRPORT

Aaron Galinis
Project Manager

Patrick Lammerding
Deputy Executive Director
Planning & Development

Maggie Martinez
Director, Noise &
Environmental Affairs

PROJECT TEAM

Tim Middleton
Project Manager

Mariano Sarrate
Asst. Project Manager

Gene Reindel
Principal-in-Charge

Kate Andrus
NCP Manager

Ryk Dunkelberg
Regulatory Advisor

Corbett Smith
Aviation Forecaster

Stacey Falcioni
Outreach Strategist

Stevie Espinosa
Outreach Manager

Citizen's Advisory Committee Members

City Represented	CAC Member
Burbank	Raymond Scholl
	Laura Ioanou
	Martin Perlmutter
Glendale	Aurora Abracia
	Adrian Fieda
	Carl Povilaitis
Pasadena	Rey Rodriguez
	Dino Barajas
	Phlunté Riddle

ROLES AND RESPONSIBILITIES

Citizen's Advisory Committee (CAC)

- ***Advisory*** to BUR solely for purposes of the BUR Part 150 Study
- ***Conveys*** a broad range of community perspectives to the Study
- ***Represents*** respective constituencies
- ***Recognizes*** *that the FAA is responsible for accepting the NEM/NCP and for approving Airport-recommended NCP measures*

CAC responsible for:

- Participating in CAC meetings and distributing information about the Study with their constituencies
- Providing input to the Study
- Reviewing information/documentation
- Providing comments on study documentation

BUR shall respect and consider CAC input but must retain overall responsibility for the Part 150 Study and NCP recommendations.

The CAC was appointed by the Airport Authority (BGPAA) and must comply with the responsibilities of a Brown Act committee

Results of March 17th BGPAA Airport Commission Meeting

CAC Membership
Commission Agenda
Item Discussion

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:

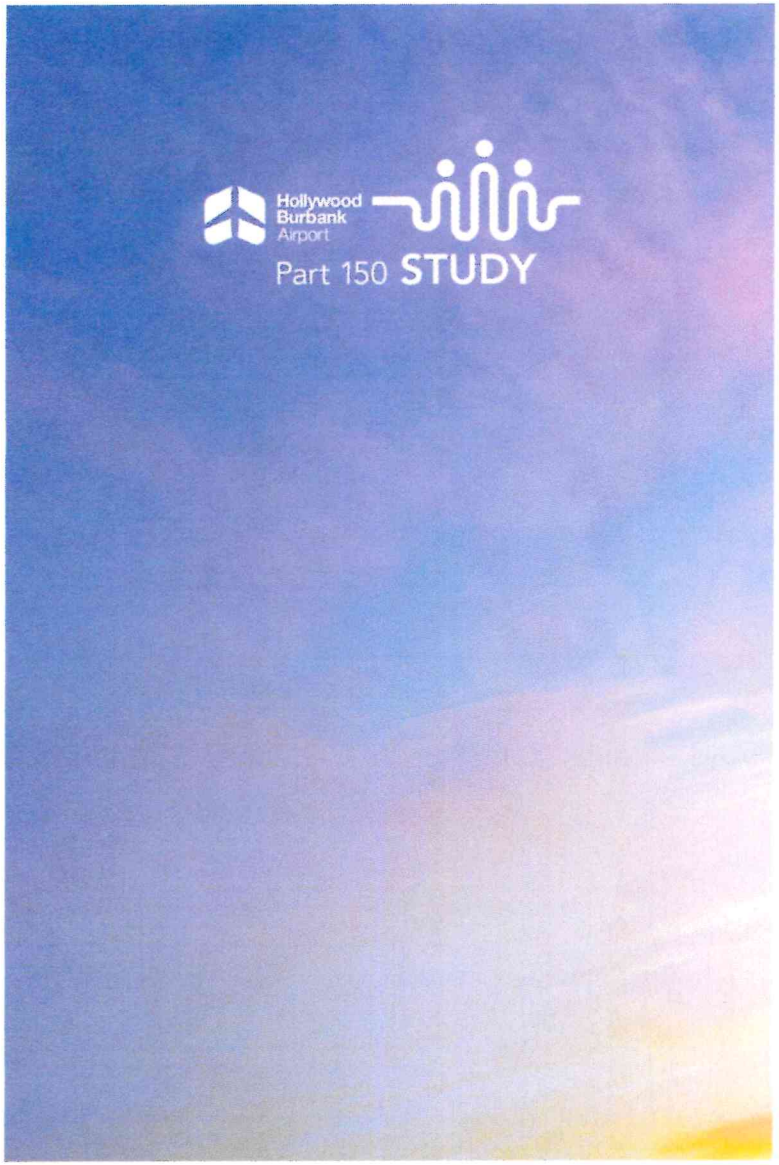
1. **Noise Exposure Map (NEM)**
   FAA Accepts the document as being completed per 14 CFR Part 150
2. **Noise Compatibility Program (NCP)**
   FAA Accepts the document as being completed per 14 CFR Part 150
   FAA approves/disapproved each Airport-recommended measure in a Record of Approval (ROA)

Part 150 Overview
Noise Exposure Map (NEM)

The NEM document describes:

- ✓ Airport layout and operation
- ✓ Aircraft-related noise exposure
- ✓ Land uses in the airport environs
- ✓ Noise/land use compatibility

- An NEM must provide information for two timeframes:
  - Year of submission (2025)
  - Five-year forecast (2030)
- An FAA checklist identifies NEM requirements and documentation
- Annual average community noise equivalent level (CNEL) is depicted using contour lines on a map



Aviation Forecast

FAA Terminal Area Forecast (TAF)

Terminal Area Forecast (TAF)

- Official FAA forecast of aviation activity for U.S. airports
- Prepared for major users of the National Airspace System including
  - Air carrier
  - Air taxi/commuter
  - General aviation
  - Military
- Meets the budget and planning needs of the FAA
- Provides information for use by state and local authorities, the aviation industry, and the public

BUR Part 150

- The 2024 FAA TAF (published Feb 2025) is being used as the basis for the forecast aircraft operations at BUR.
  - Confirmed through independent forecasts

https://www.faa.gov/data_research/aviation/taf

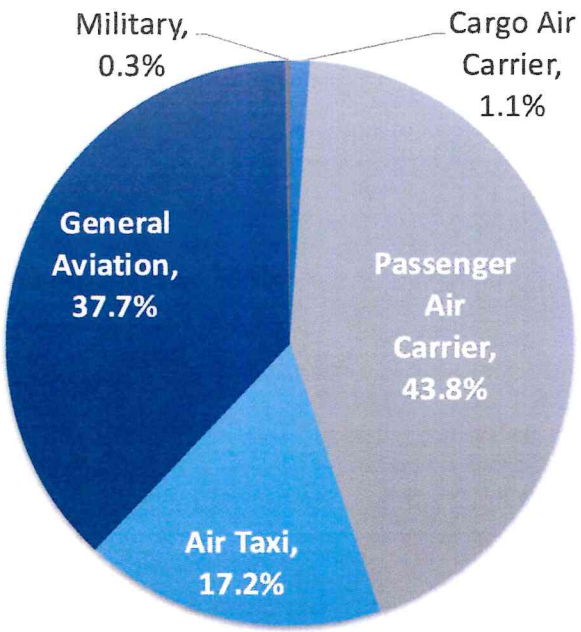
Comparison of Forecasts

Year	M&H Forecast	2024 TAF	Variance
Enplanements			
2023	3,005,380	3,075,619	+2.3%
2025	3,295,722	3,764,361	+12.4%
2030	3,780,347	4,412,330	+14.3%
Commercial Operations			
2023	89,282	88,767	-0.6%
2025	92,866	97,700	+4.9%
2030	105,458	113,741	+7.3%
Total Operations			
2023	141,678	139,760	-1.4%
2025	145,760	159,671	+8.7%
2030	159,626	178,515	+10.6%

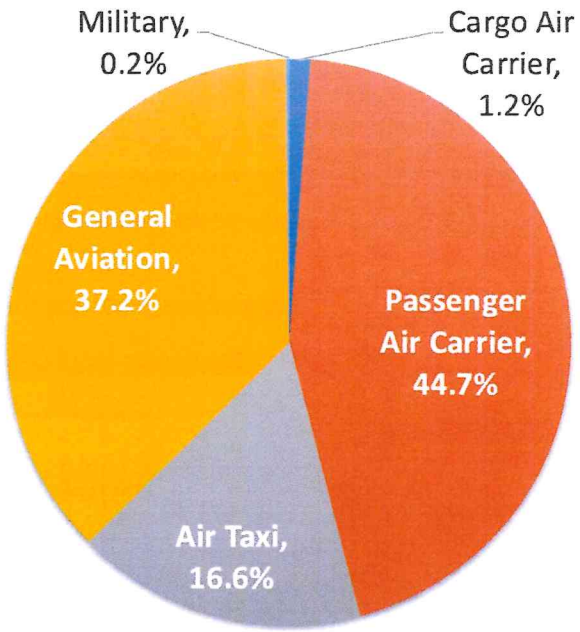
Source: Mead & Hunt analysis, FAA 2024 TAF, and FAA OPSNET

Aircraft Summary by Category

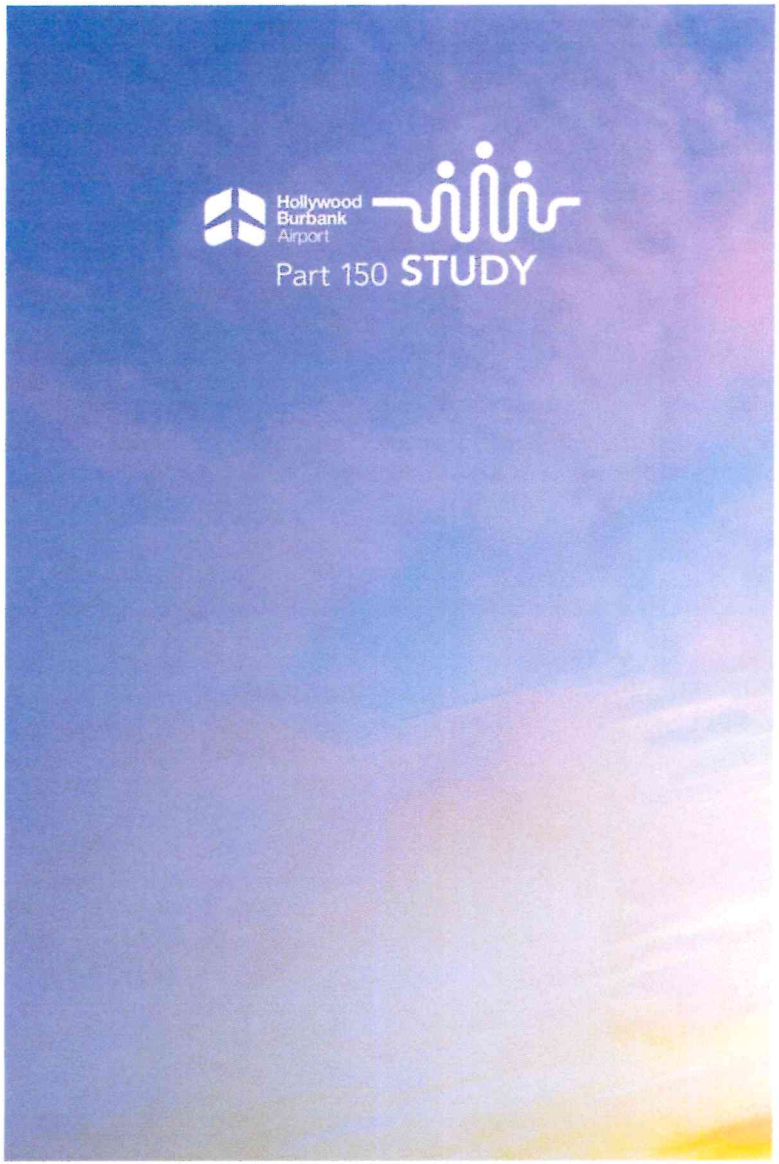
2025 Operations



2030 Operations



- Most operations based on 2023 flight track and aircraft identification data from BUR Airport Noise & Operations Monitoring System (ANOMS™)
- Military operations based on 2023 FAA Traffic Flow Management System Counts (TFMSC) data

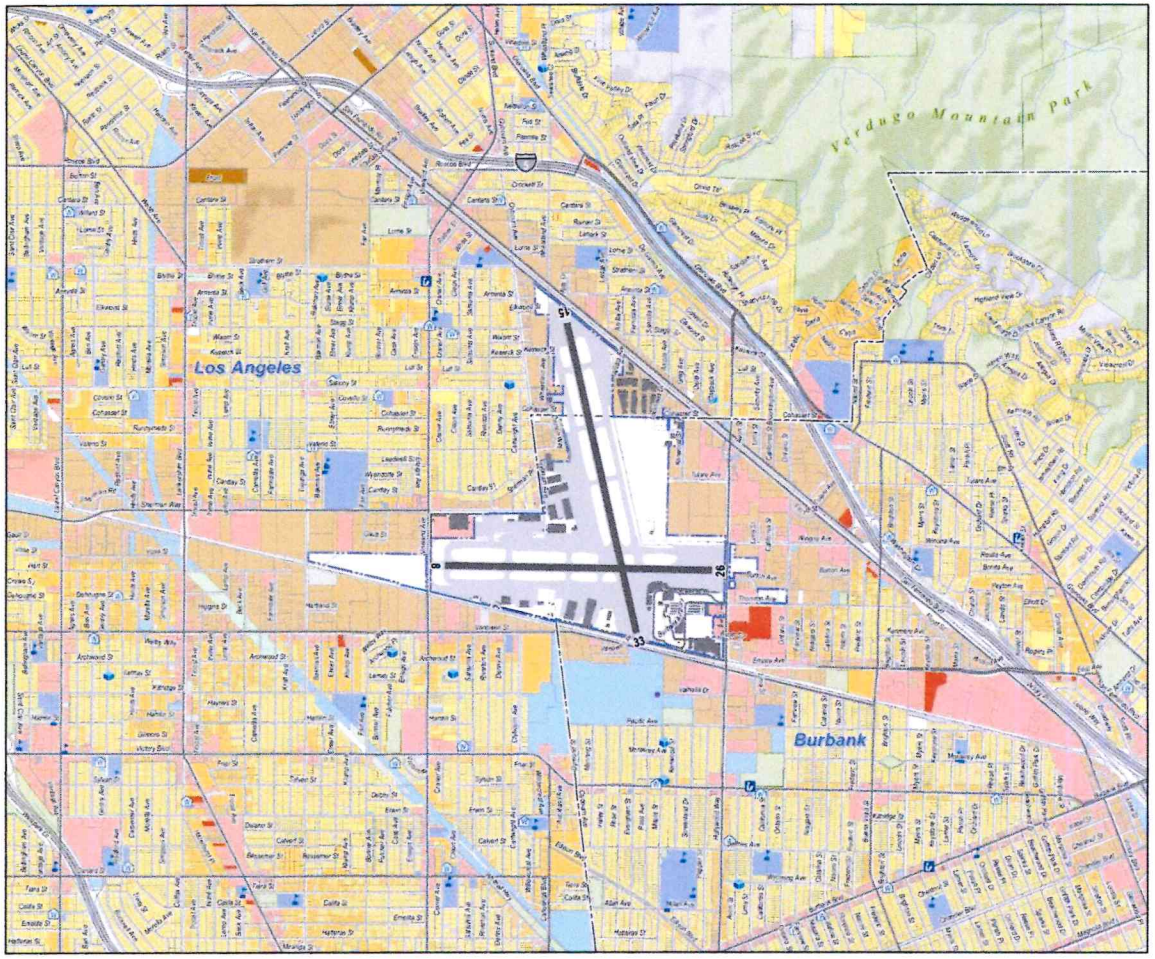


Land Use

Land Use Data Collection & Review

Primary data collection steps include:

- Assemble and review land use, zoning, and population data
- Identify noise-sensitive sites, e.g., schools and places of worship
- Identify any local land use policies that address airport operations
- Create draft land use maps
- Verify land uses through windshield survey (in area of expected 65 dB CNEL contour)
- Local jurisdictions to review maps and advise of necessary corrections
- Assess any deficiencies of land use data and corrective approaches

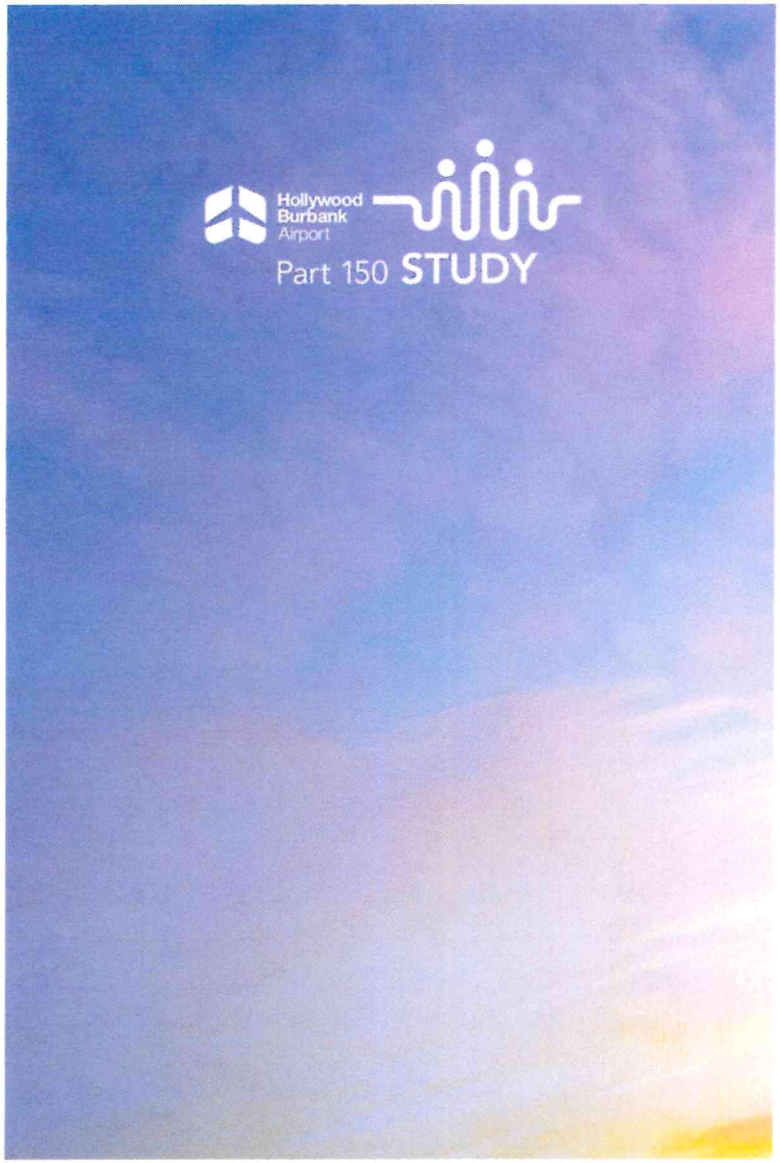


Hollywood Burbank Airport
Part 150 STUDY

Figure :
Existing Land Use

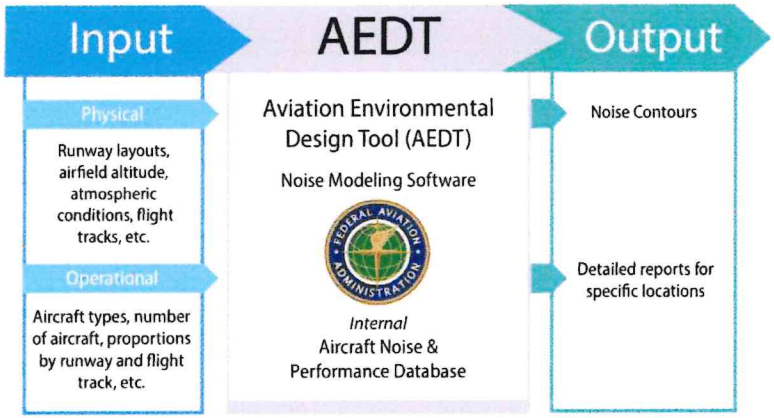
- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Building
- Railroad
- Single Family Residential
- Multi-Family Residential
- Mobile Home
- Transient Lodging
- Public Use 1 (Noncompatible)
- Public Use 2 (Compatible)
- Commercial Use
- Manufacturing and Production
- Lake / Pond
- Agriculture
- Recreation / Open Space
- Golf Course
- Vacant / Undefined
- School
- Place of Worship
- Daycare
- National Register of Historic Places
- Hospital
- Library

0 2,000 4,000 Feet



Noise Model Input Overview

Noise Model Overview



- FAA requires use of their Aviation Environmental Design Tool (AEDT) for civilian aircraft operations
  - Version 3g is the most current version (at study's commencement)
  - https://aedt.faa.gov

Noise model input data categories:

1 Aircraft Noise and Performance Data

- Aircraft performance profiles
- Noise level vs. distance curves

2 Airport Physical Inputs

- Airport Layout
- Weather data
- Terrain data

3 Aircraft Operational Inputs

- Number of aircraft operations
- Aircraft fleet mix
- Day-evening-night split of flight and runup operations
- Runway utilization
- Flight track geometry and utilization

Noise Modeling Process

Base Year
2/1/2023 through 1/31/2024

- Obtained, processed and analyzed 12 months of flight track and aircraft identification data
- Determined day-night split of aircraft operations, and fleet mix

Existing & Forecast Conditions
2025 and 2030

- Confirmation of FAA's Terminal Area Forecast (TAF)
- Scaled base year operations with updated fleet to 2025 existing operations and 2030 forecast operations

Physical Conditions

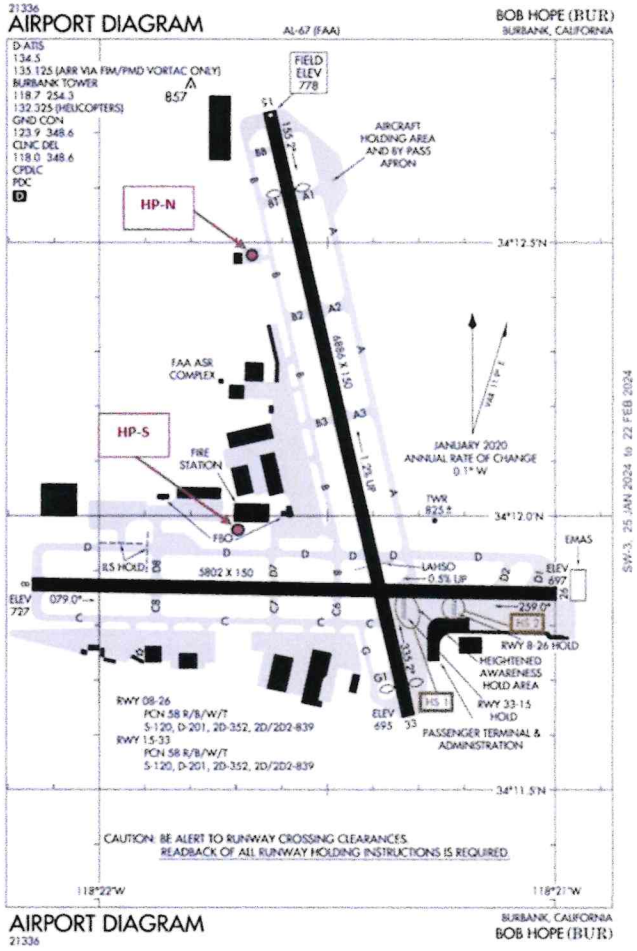
AIRFIELD LAYOUT

Runways

- Runway 15/33
- Runway 8/26
- **Helipads** (designated as red dots on diagram)
  - Differentiated by north (HP-N) and south (HP-S)

New Terminal

- Projected to open in 2026
- No changes to the Runways or Helipads



Weather and Terrain

METEOROLOGICAL CONDITIONS

- AEDT database includes recent 10-year (2013-2022) averages:

Temperature	65.28° F
Station Pressure	988.38 mbar
Sea Level Pressure	1013.92 mbar
Relative Humidity	50.03 %
Dew Point	46.1° F
Wind Speed	4.48 knots

TERRAIN DATA

- Describes elevation of ground surrounding the airport and airport property
- Data obtained from the U.S. Geological Survey National Elevation Dataset

Aircraft Operations

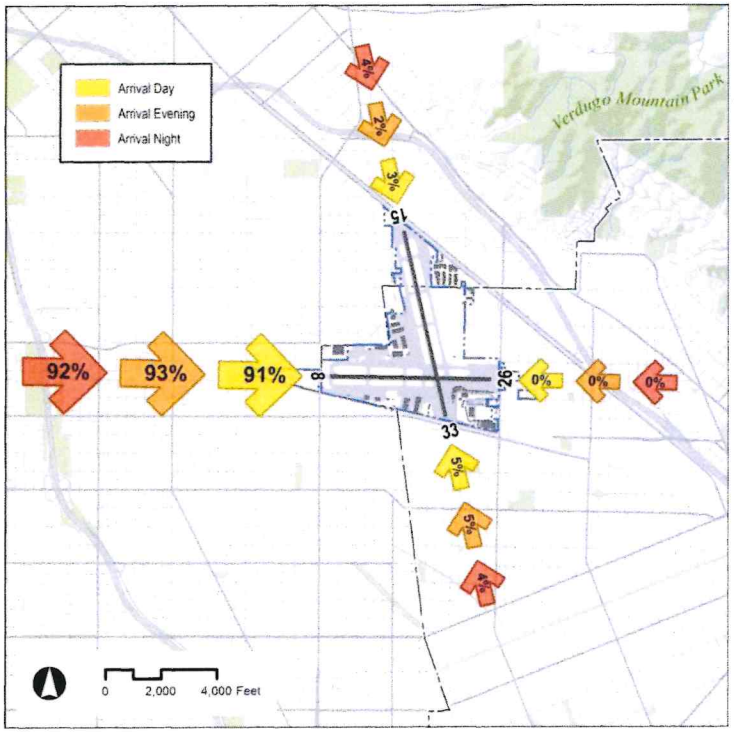
Annual Average Day Operations	Existing Year 2025 Forecast Year 2030	
Aircraft Type	Jet Turboprop Helicopter Piston	*Matched to specific AEDT Aircraft Types*
Day-Evening-Night Split	Day: 7 AM – 7 PM Evening: 7 PM – 10 PM Night: 10 PM – 7 AM	
Runway Use, Flight Tracks, Track Use	*Represents where the flight operations occur*	
Stage Length	Surrogate for aircraft weight; determined by distance from departure to destination airport	

AIRCRAFT OPERATIONS

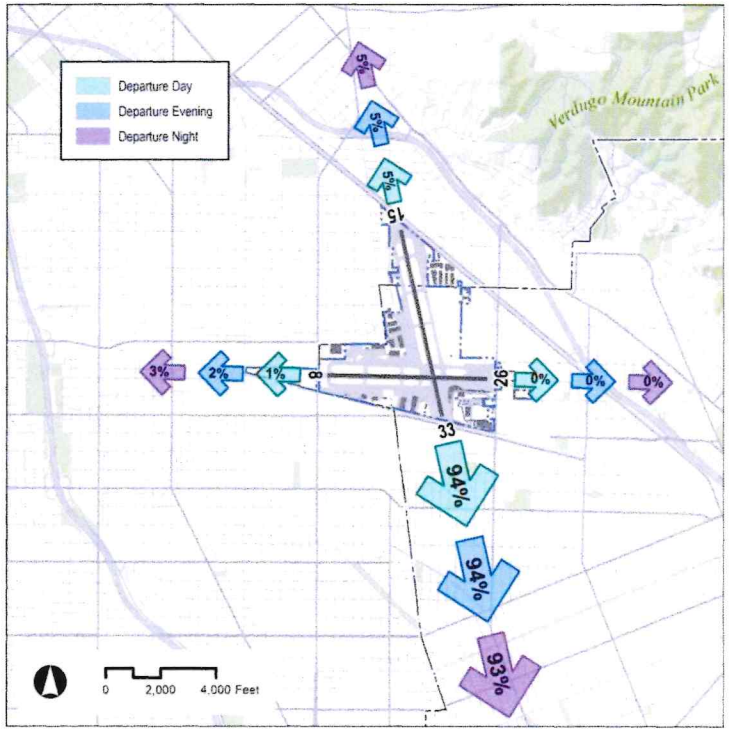
Year	Commercial	General Aviation	Military	Total
2025	92,866	52,494	400	145,967
2030	105,458	53,767	400	159,626

Note 1: Forecast Pending FAA Approval.
Note 2: Operations sums may appear to be off due to rounding.
Source: M&H Forecast, FAA 2023 TAF

Runway Use

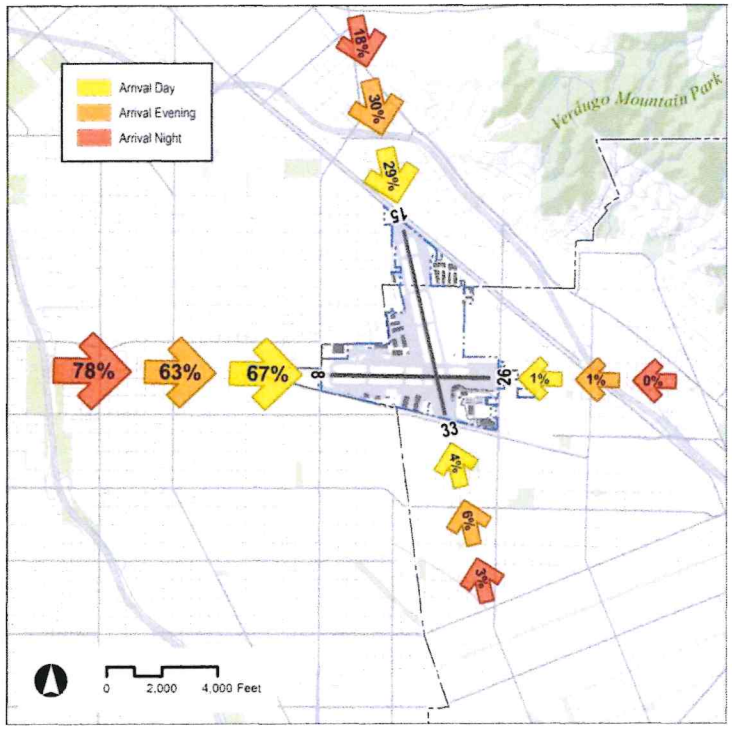


Jet Arrival Runway Use Percentages

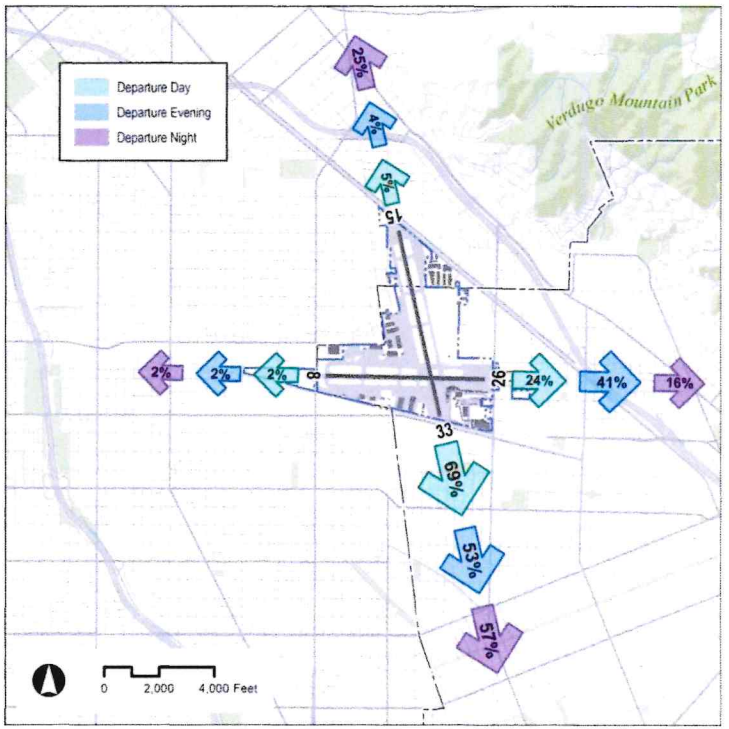


Jet Departure Runway Use Percentages

Runway Use



Non-Jet Arrival Runway Use Percentages



Non-Jet Departure Runway Use Percentages

Aircraft Flight Tracks

- Model flight tracks have been developed for arrivals and departures based on analysis of radar data
- Model "Backbone" tracks are developed for major origin/destination directions; backbones have subtracks, to increase fidelity of modeling

Model Track Development Process

- Actual flight tracks are grouped into bundles (by aircraft type, runway, operation type, and destination)
- Track groups are represented by a "backbone" track and sub-tracks on either side to represent the dispersion of the bundle
- Representative tracks are developed to the extent of the study area
- Separate track use percentages are developed for each track bundle and type of operation

Aircraft Flight Tracks

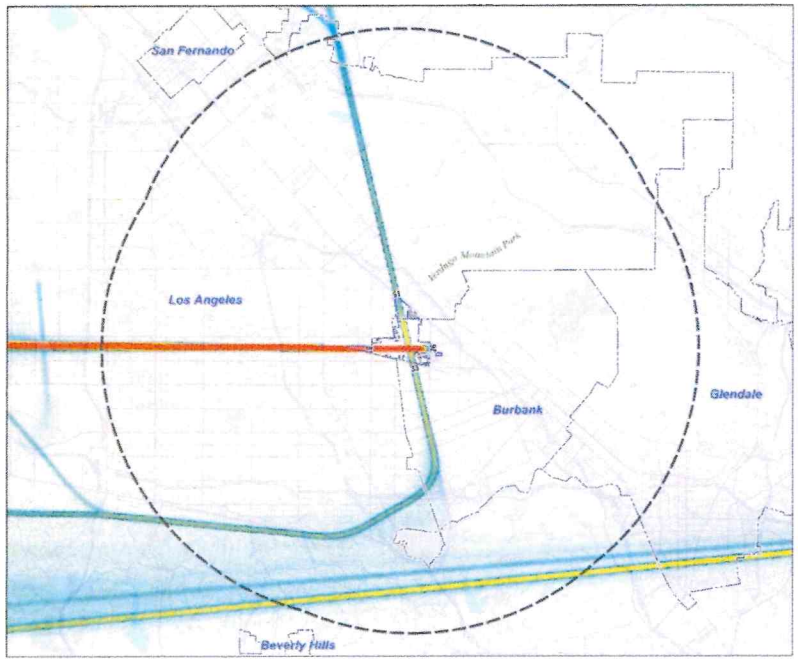
- Process is the same for arrivals and departures for each runway, aircraft type, direction, and track group
- Prepared 385 tracks: 103 backbone and 282 sub-tracks

Subsequent slides

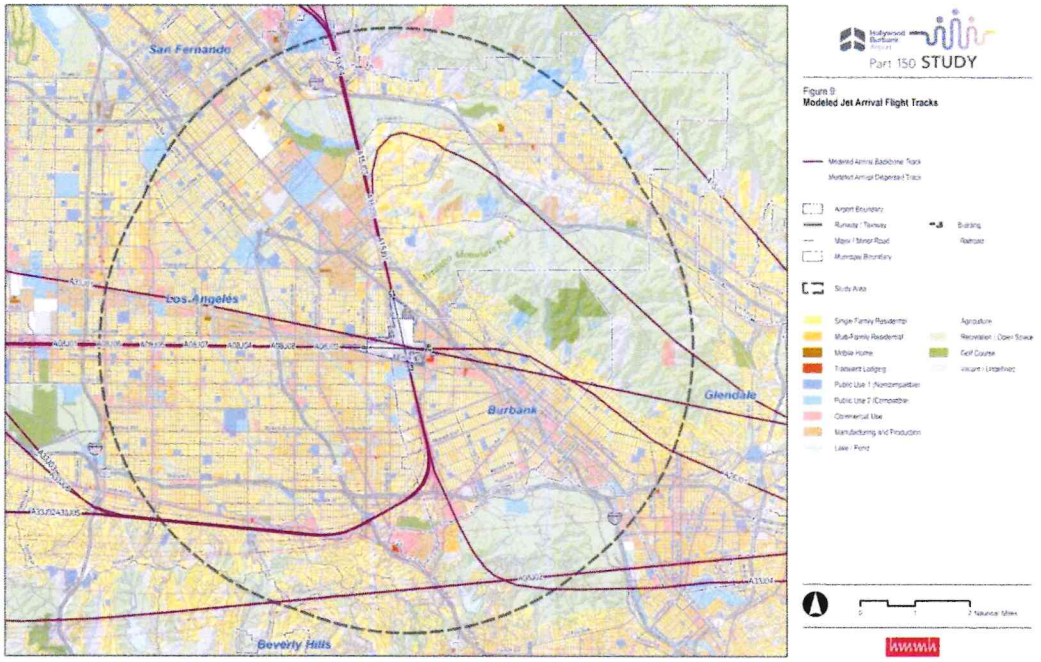
- Illustrate the results of HMMH development of model tracks
- Present overall arrival and departure flight track figures for each aircraft group

Runway	Arrival Tracks		Departure Tracks	
	Backbone	Sub-Track	Backbone	Sub-Track
15	8	20	16	68
33	10	22	11	28
8	17	60	6	14
26	3	0	6	18
HS	6	13	7	13
HN	6	11	7	15
Total	50	126	53	156

Flight Tracks – Jet Arrivals

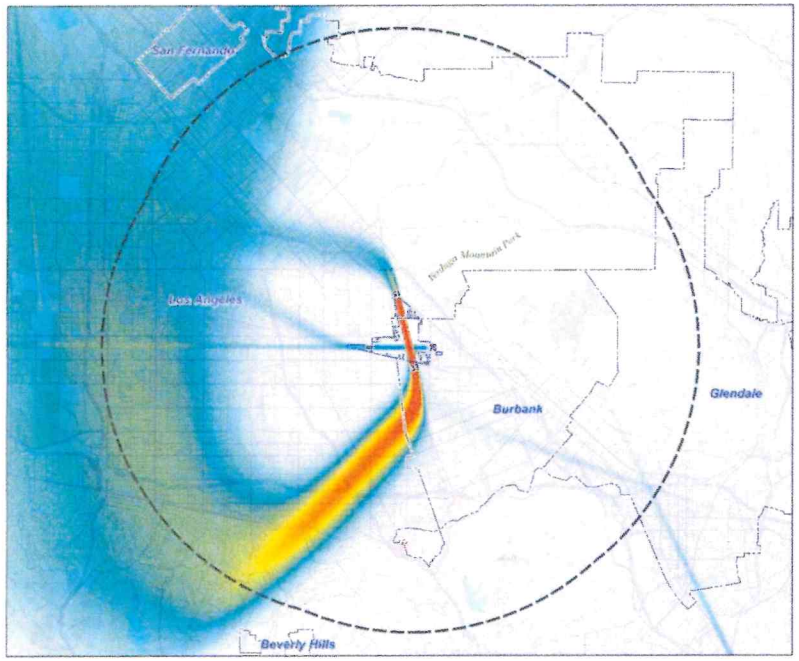


2023 Flight Track Density

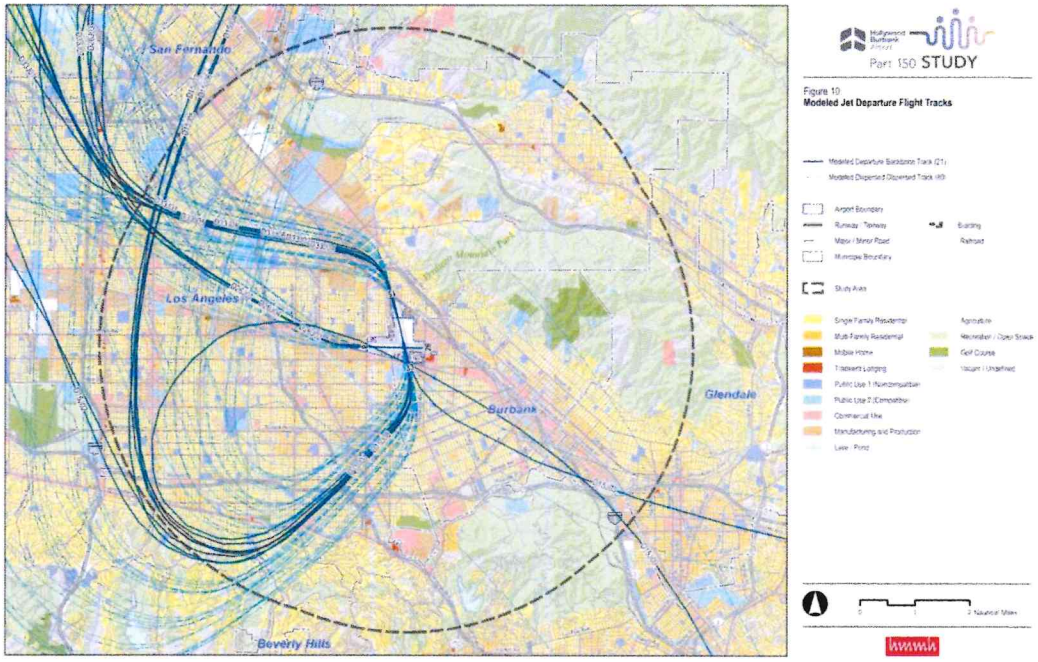


Model Flight Tracks

Flight Tracks – Jet Departures

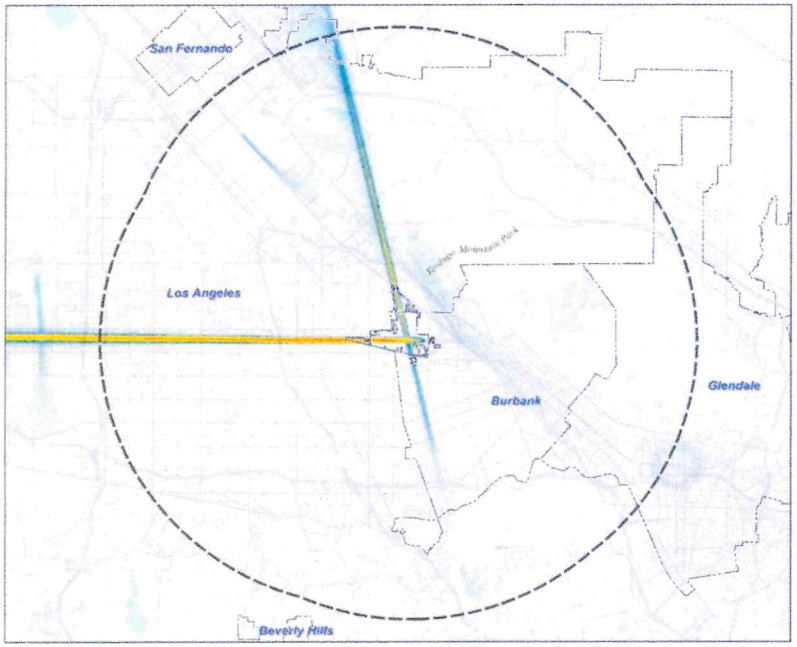


2023 Flight Track Density

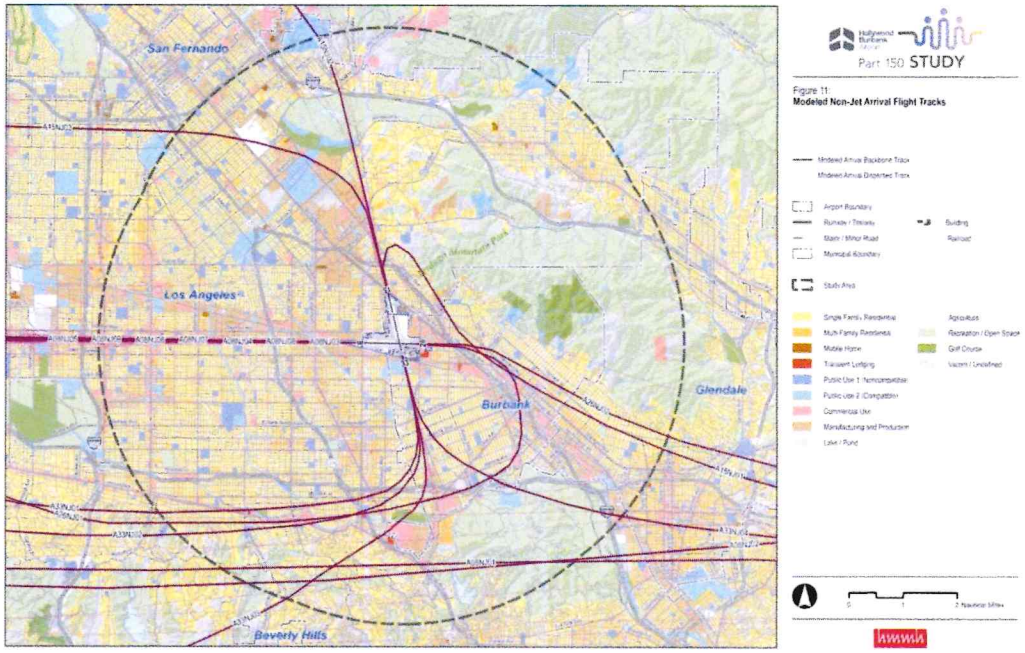


Model Flight Tracks

Flight Tracks – Non-Jet Arrivals

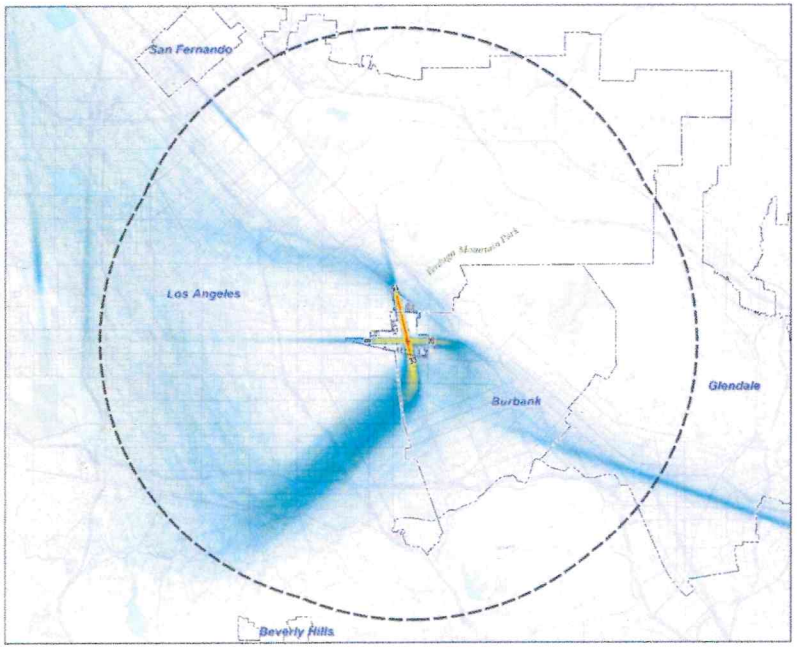


2023 Flight Track Density

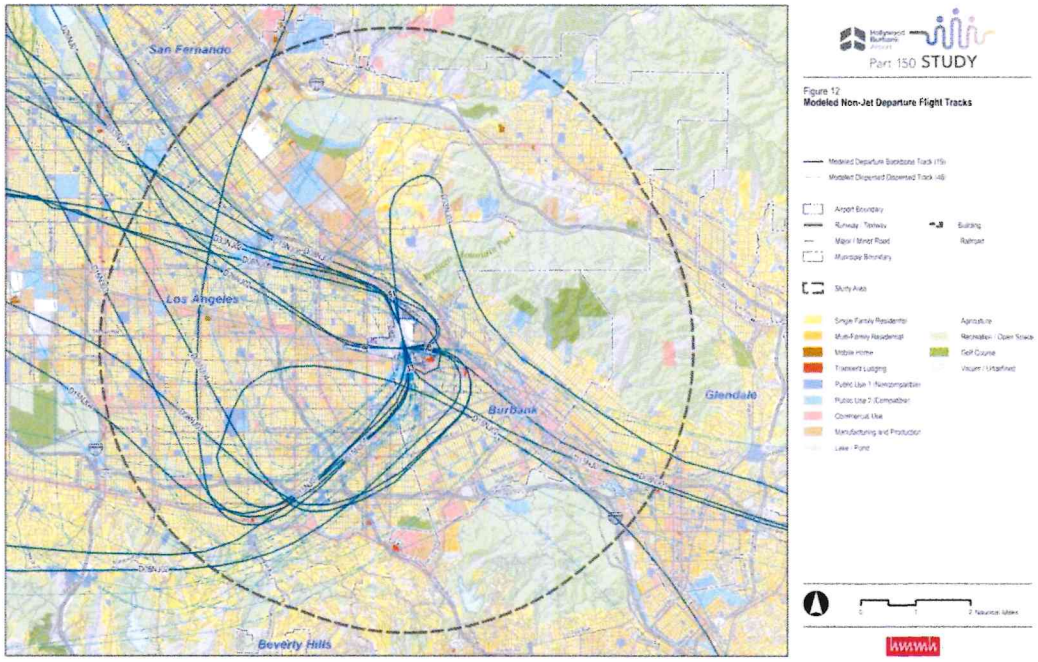


Model Flight Tracks

Flight Tracks – Non-Jet Departures

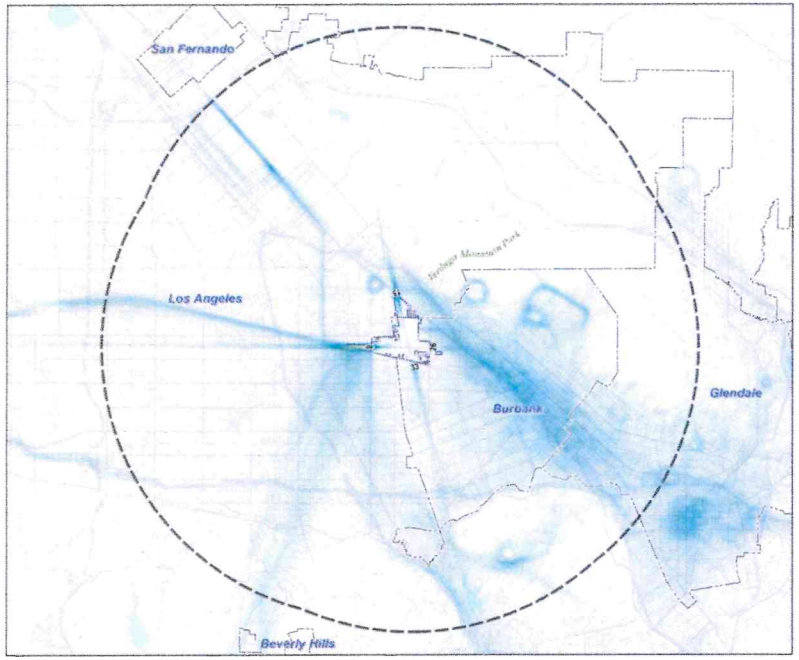


2023 Flight Track Density

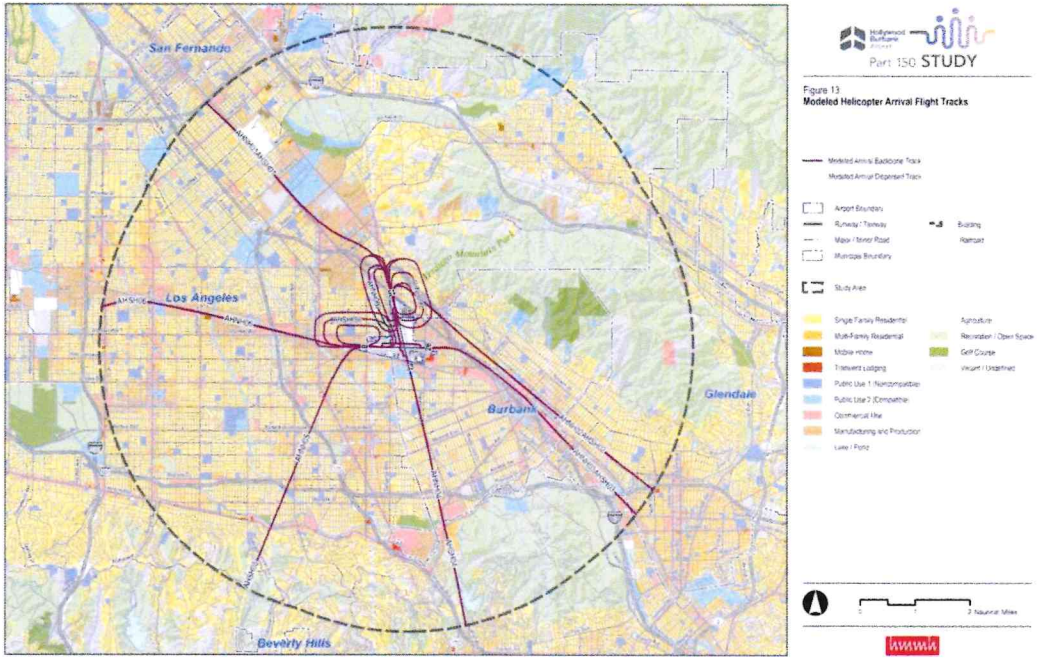


Model Flight Tracks

Flight Tracks – Helicopter Arrivals

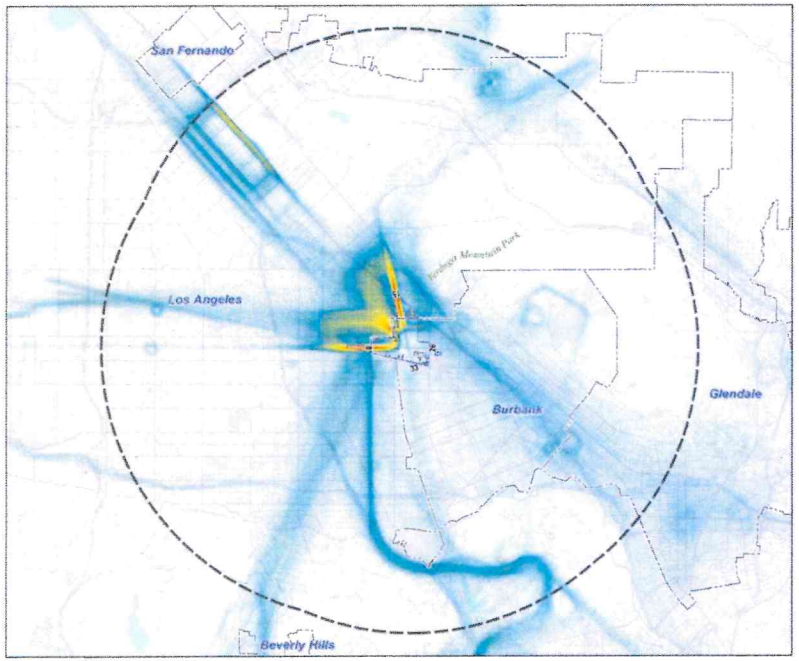


2023 Flight Track Density

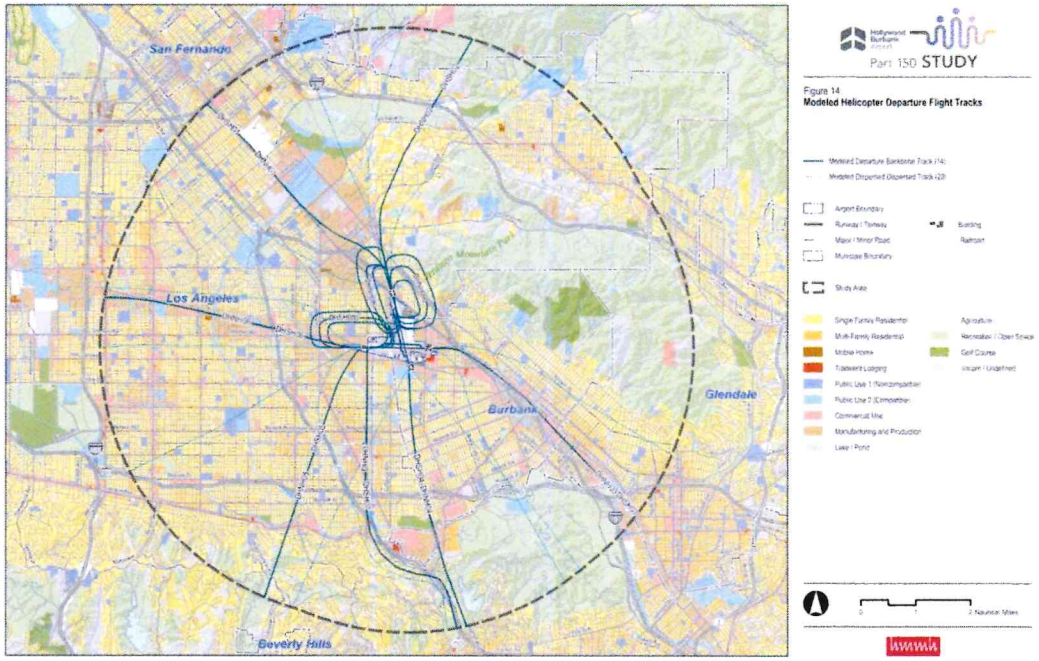


Model Flight Tracks

Flight Tracks – Helicopter Departures



2023 Flight Track Density



Model Flight Tracks

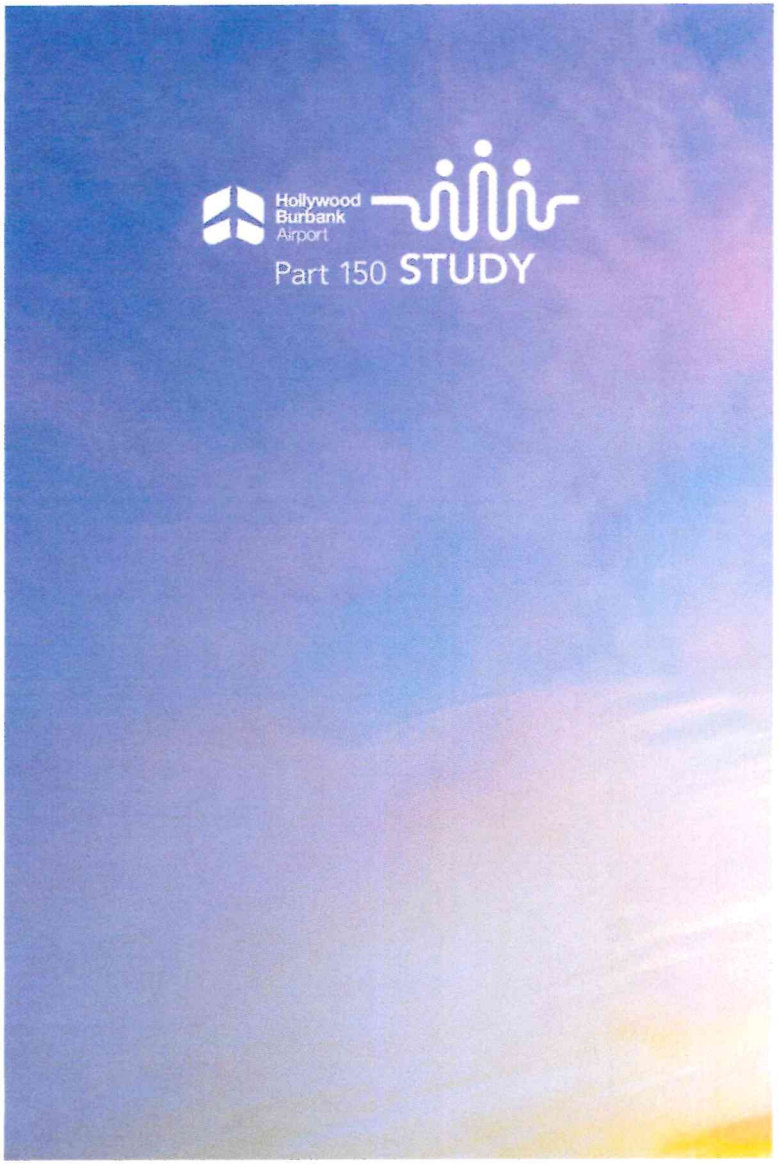
Next Steps

- Generate noise contours with AEDT
- Assess land use compatibility
- Develop draft Noise Exposure Maps and report
- Present draft NEM to the public
- Submit the NEM to the FAA for review and acceptance
- Evaluate:
  - Potential **noise abatement measures** to reduce the number of people exposed to 65 dB CNEL and higher aircraft noise levels
  - Potential **land use measures** to mitigate uses not compatible with aircraft noise and prohibit introduction of future non-compatible land uses
  - Potential **programmatic measures** to implement, monitor and report on the Authority-recommended noise abatement and land use measures
- Update the Noise Compatibility Program

Tentative Schedule

January 2024	Project Kick Off
February 2024	Data Collection and Study Protocol Development
January 30, 2025	TAC/CAC Meeting #1, Open House #1 (Study Introduction)
March 27, 2025	**TAC/CAC Meeting #2** (Review of Noise Modeling Inputs)
Spring 2025	Publish Draft NEM Document, 30-Day Review Period
May 22, 2025	**TAC/CAC Meeting #3** (Noise Modeling Results & Existing NCP Review) Open House Meeting #2 (NEM Draft Document)
Summer 2025	Submit NEM to FAA, NCP Phase Begins
Fall 2025	**TAC/CAC Meeting #4** (Noise Abatement Measures)
Winter 2026	**TAC/CAC Meeting #5** (Land Use & Programmatic Measures)
Spring 2026	**TAC/CAC Meeting #6**, Open House #3 (Draft NCP Recommendations)
Fall 2026	Open House #4 and Public Hearing (Draft NCP document)
November 2026	Submit NCP to FAA

Please hold dates underlined above for upcoming TAC meetings.



Project Contacts

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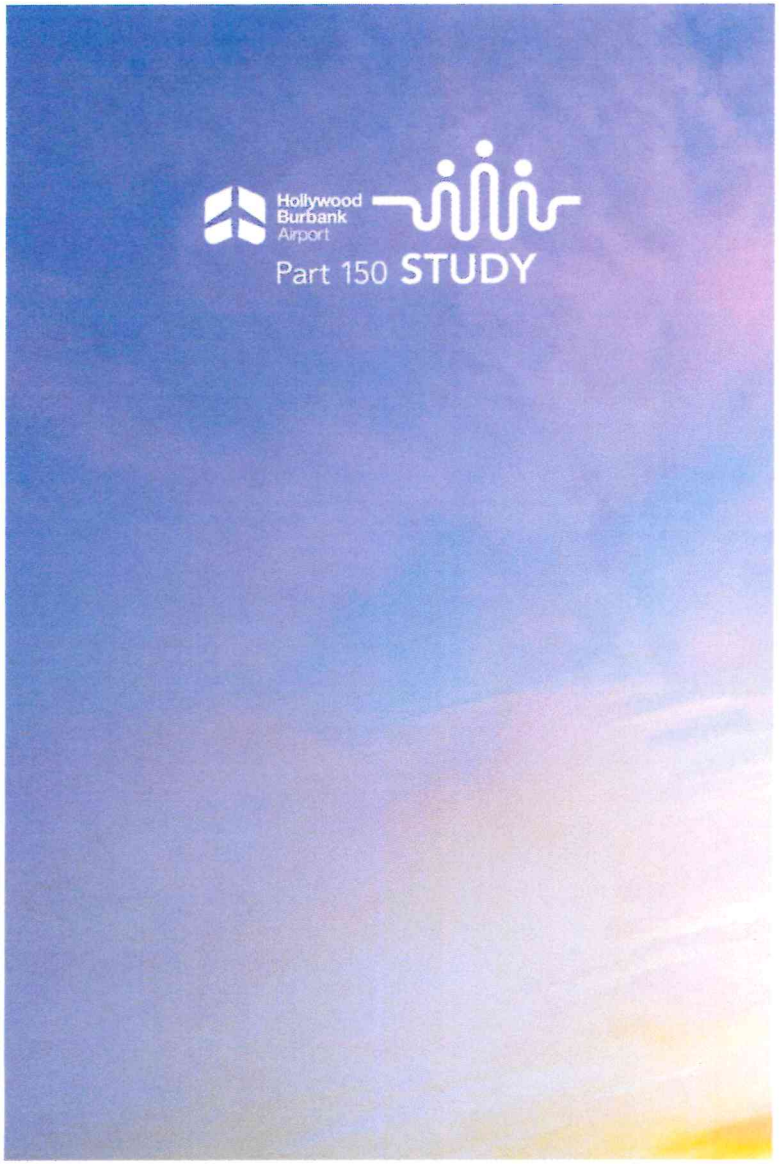

Discussion