



Hollywood
Burbank
Airport



Part 150 **STUDY**



**Noise Compatibility Study
Technical Advisory Committee
Meeting #2**

March 27, 2025

Agenda

- 1 Introductions
- 2 Roles and Responsibilities
- 3 Part 150 Overview
- 4 Aviation Forecast
- 5 Land Use
- 6 Noise Model Input Overview
- 7 Next Steps and Schedule
- 8 Project Contacts and Website
- 9 Discussion



Study Team



Hollywood
Burbank
Airport

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Project Manager

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Deputy Executive Director
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Maggie Martinez

Director, Noise &
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NCP Manager

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Regulatory Advisor

Corbett Smith

Aviation Forecaster



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associates

Stacey Falcioni

Outreach Strategist

Stevie Espinosa

Outreach Manager

AIRPORT

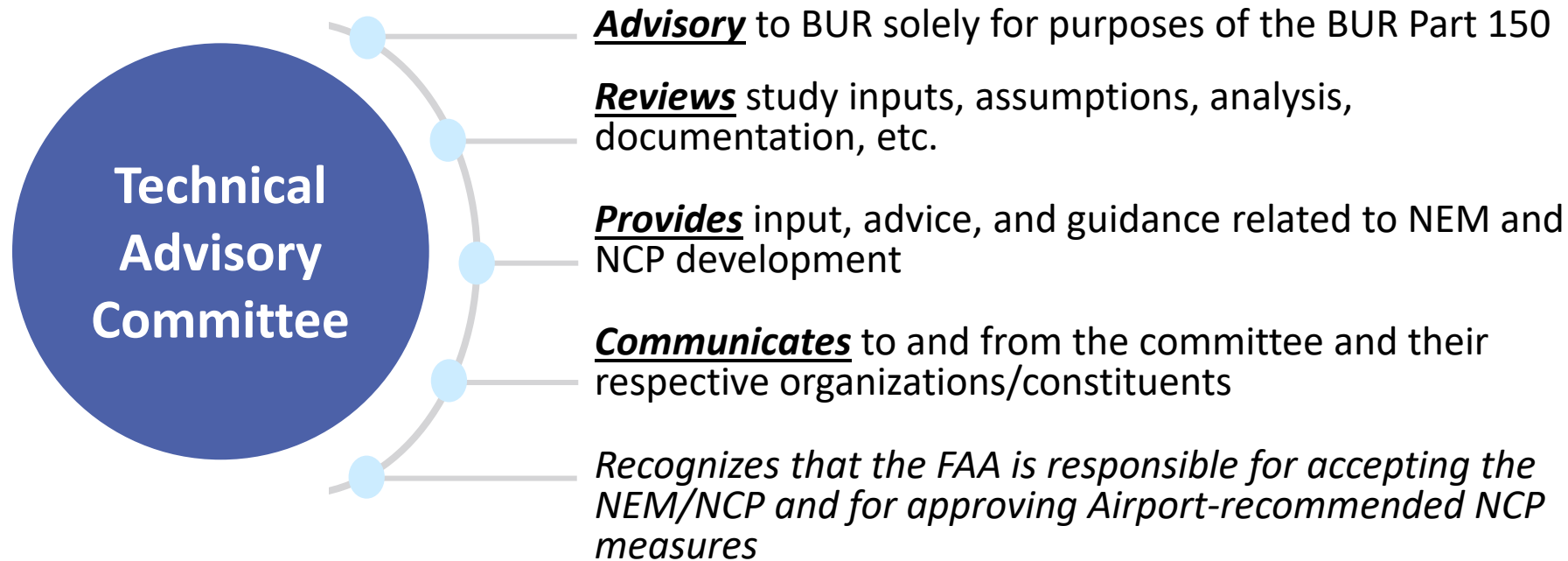
PROJECT TEAM

Technical Advisory Committee Members



Member Category	Organization	TAC Member
Airport	Hollywood Burbank Airport (BUR)	Aaron Galinis
Airport	Burbank-Glendale-Pasadena Airport Authority (BGPAA)	Maggie Martinez
FAA	FAA Airports District Office (ADO)	Vincent Nguyen, PE
FAA	FAA Airport Traffic Control Tower (ATCT)	Brian Marshall
Industry	National Business Aviation Association (NBAA)	Alex Gertson
Airline	Alaska	Lynae Craig
Airline	JetBlue	Cory Robertson
Airline	Southwest	Trey Tuner
Airline	Spirit	Carl Stallone
Cargo Carrier	FedEx	Scott Campbell
Cargo Carrier	UPS	Thomas Hamm
Cargo Carrier	Harbor Freight	James Matinas
Fixed Base Operator	Atlantic Aviation	Joseph Slama
Fixed Base Operator	Million Air	Ron Reynolds
Land Use	LA County Airport Land Use Commission	Lauren De La Cruz
Land Use	City of Burbank Land Use Planner	Daniel Villa
Land Use	City of Los Angeles Land Use Planner	Sarah Hounsell

Technical Advisory Committee



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

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)

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



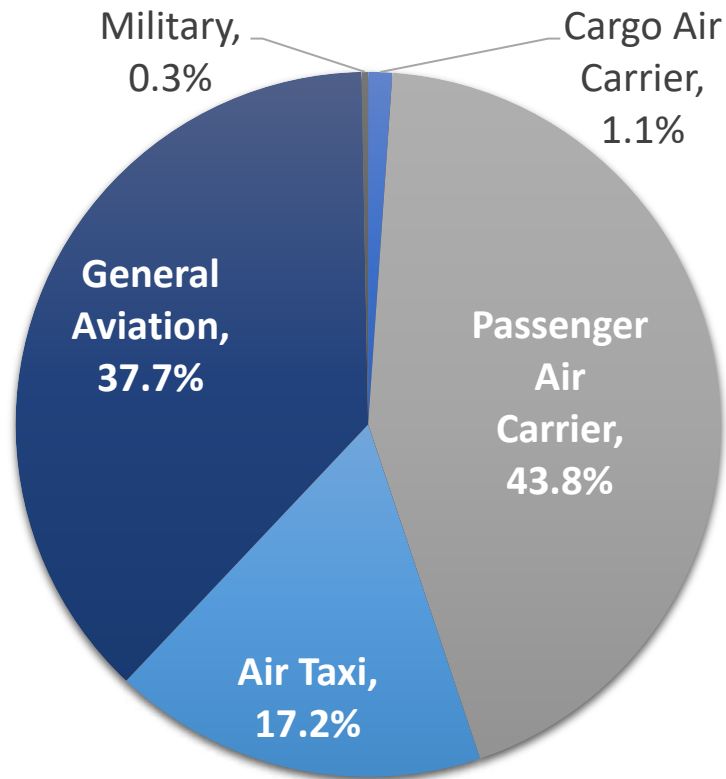
Year	M&H Forecast	2024 TAF	Variance
Enplanements			
2023	3,005,380	3,075,619	+2.3%
2025	3,295,722	3,764,361	+12.4%
2030	3,780,347	4,412,330	+14.3%
Commercial Operations			
2023	89,282	88,767	-0.6%
2025	92,866	97,700	+4.9%
2030	105,458	113,741	+7.3%
Total Operations			
2023	141,678	139,760	-1.4%
2025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

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

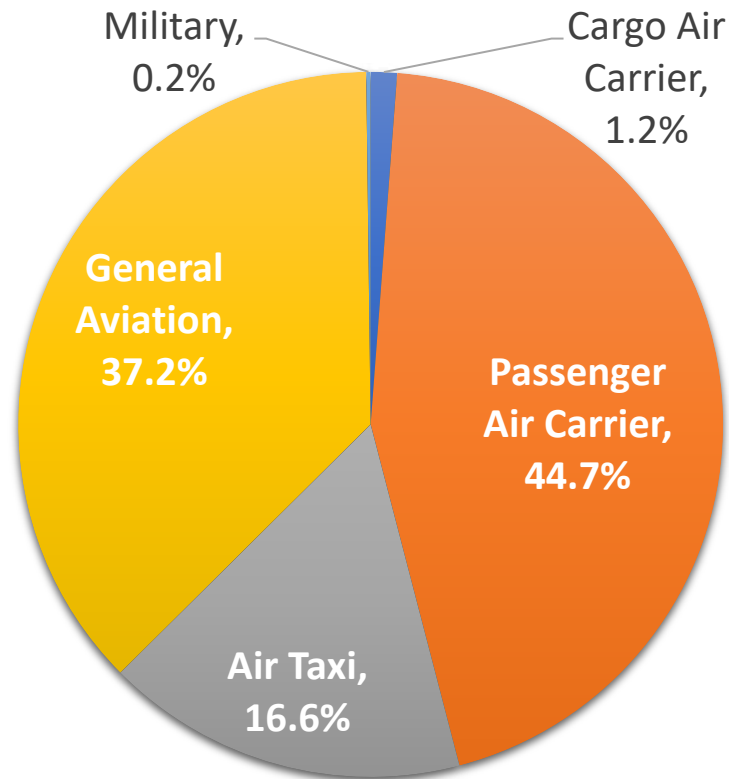
Aircraft Summary by Category



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



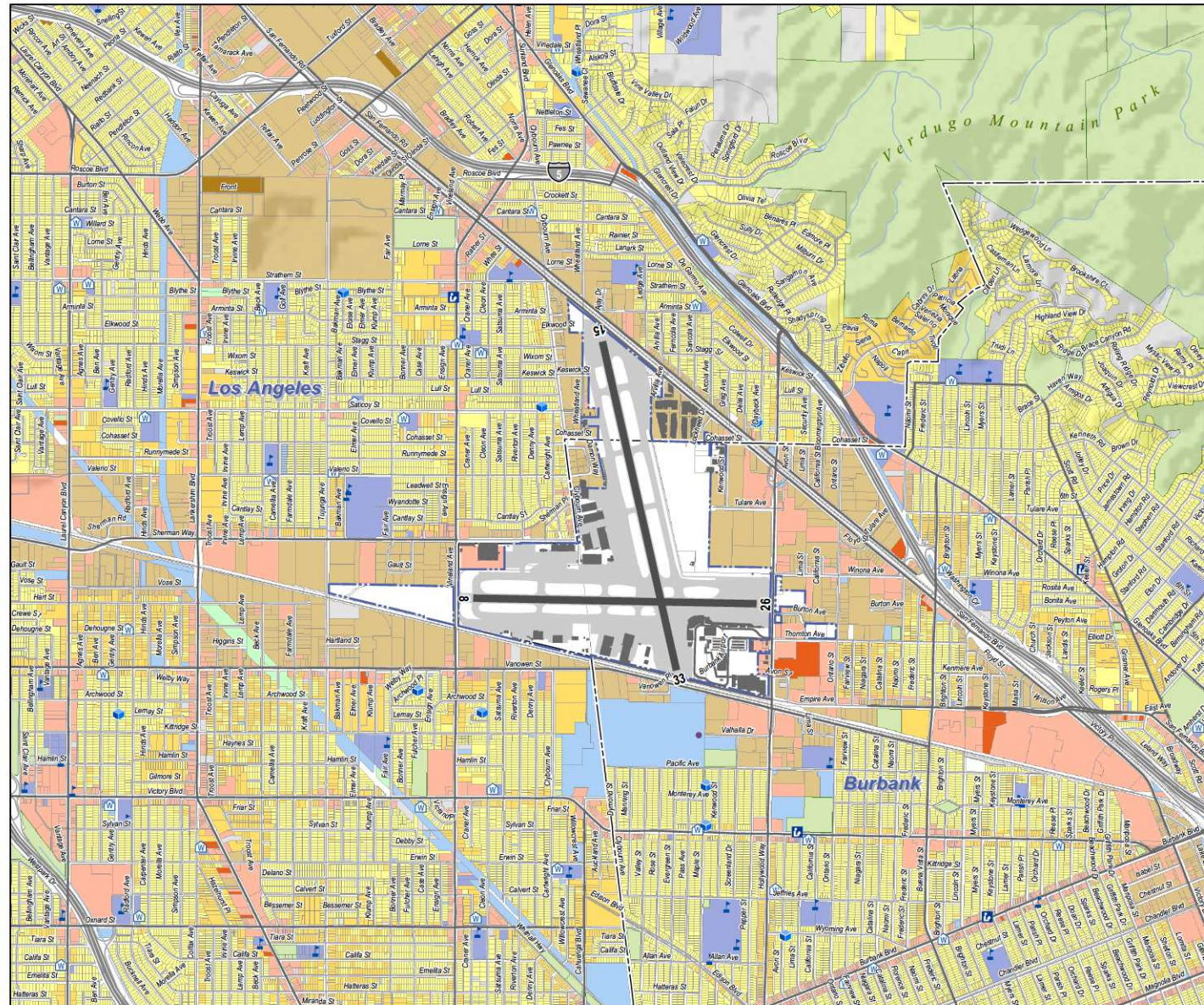
Land Use Data Collection & Review



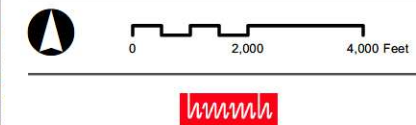
Primary data collection steps include:

- 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

Figure :
Existing Land Use



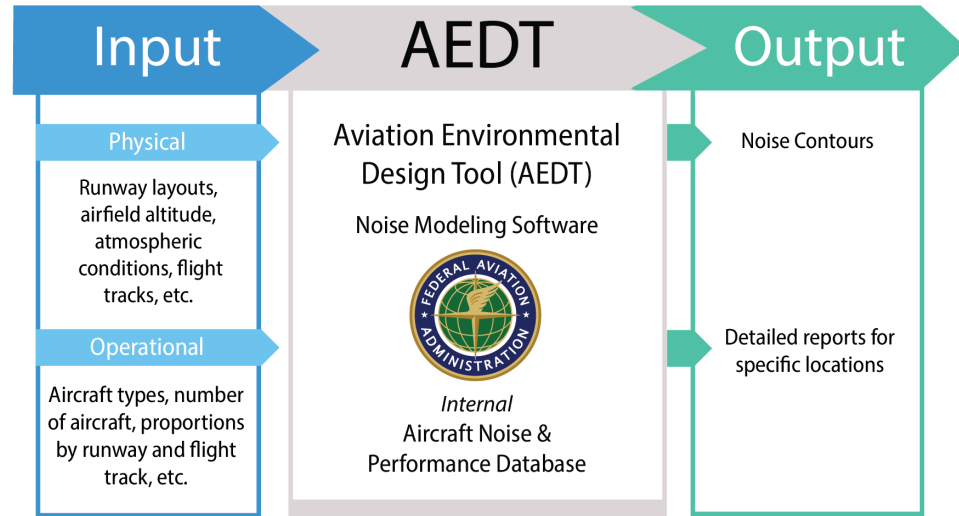
- | | |
|--------------------------------------|-------------------------|
| Airport Boundary | Building |
| Runway / Taxiway | Railroad |
| Major / Minor Road | |
| Municipal Boundary | |
| Single Family Residential | Agriculture |
| Multi-Family Residential | Recreation / Open Space |
| Mobile Home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



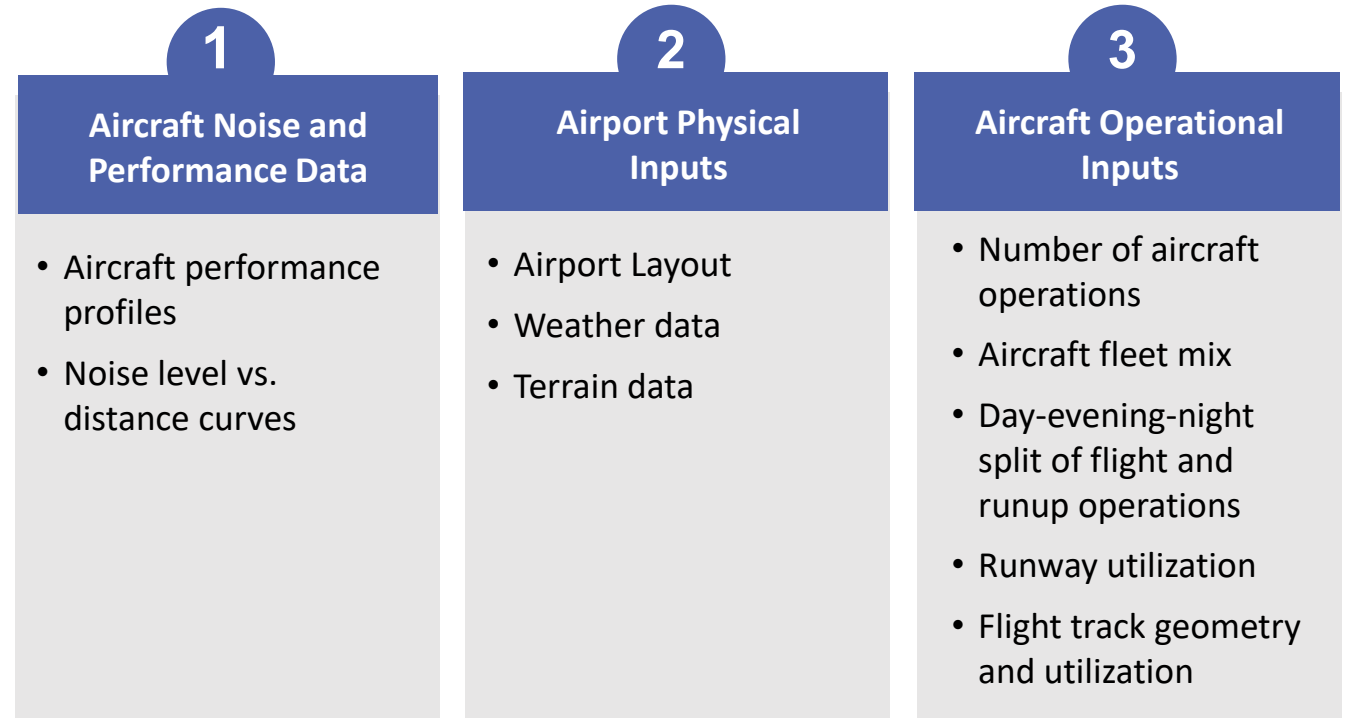
Noise Model Input Overview



Noise Model Overview



Noise model input data categories:



- 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 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

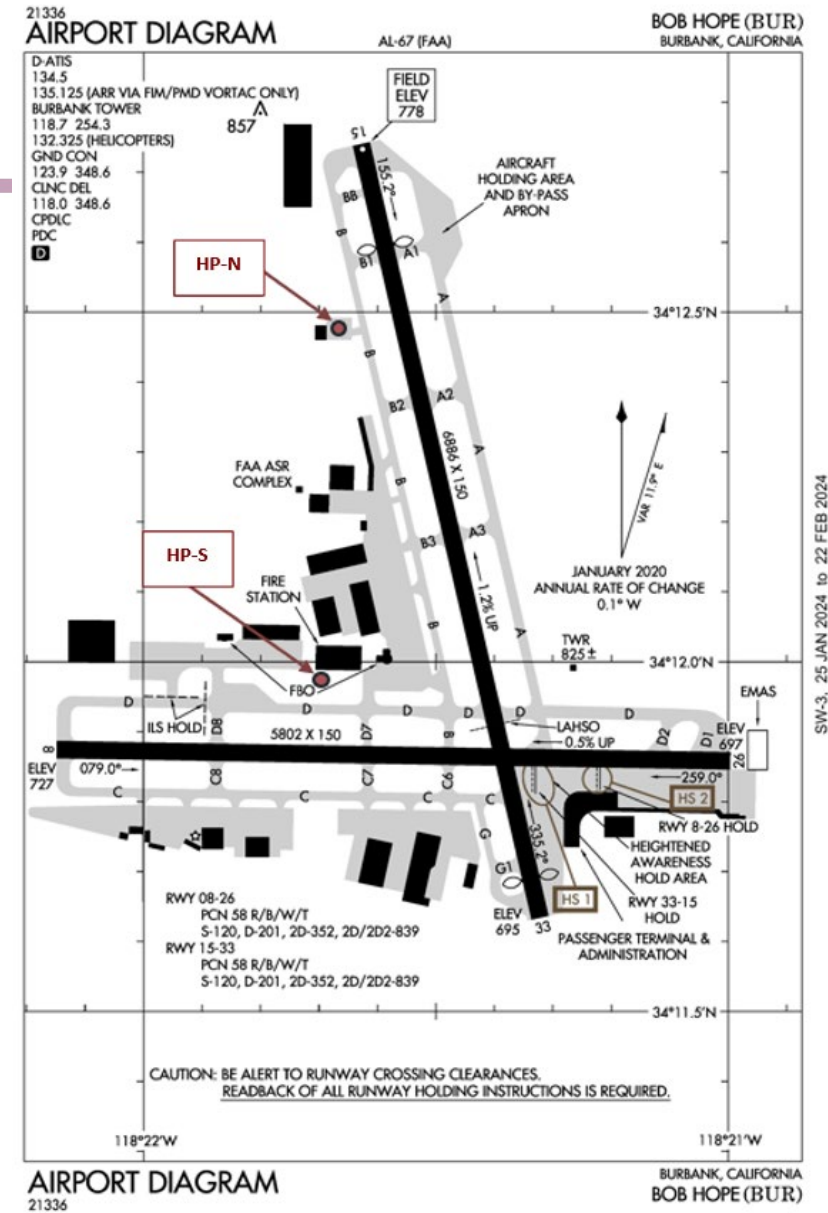
AIRFIELD LAYOUT

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	<i>Matched to specific AEDT Aircraft Types</i>
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	<i>Represents where the flight operations occur</i>	
Stage Length	Surrogate for aircraft weight; determined by distance from departure to destination airport	

AIRCRAFT OPERATIONS

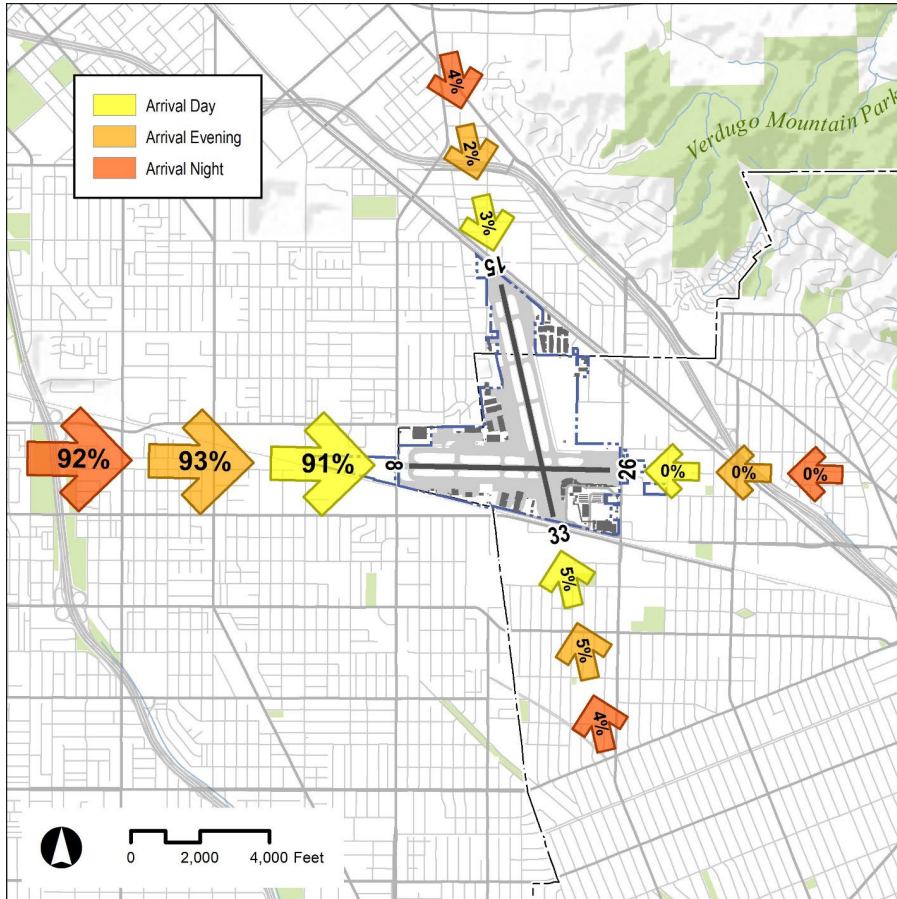
Year	Commercial	General Aviation	Military	Total
2025	92,866	52,494	400	145,967
2030	105,458	53,767	400	159,626

Note 1: Forecast Pending FAA Approval.

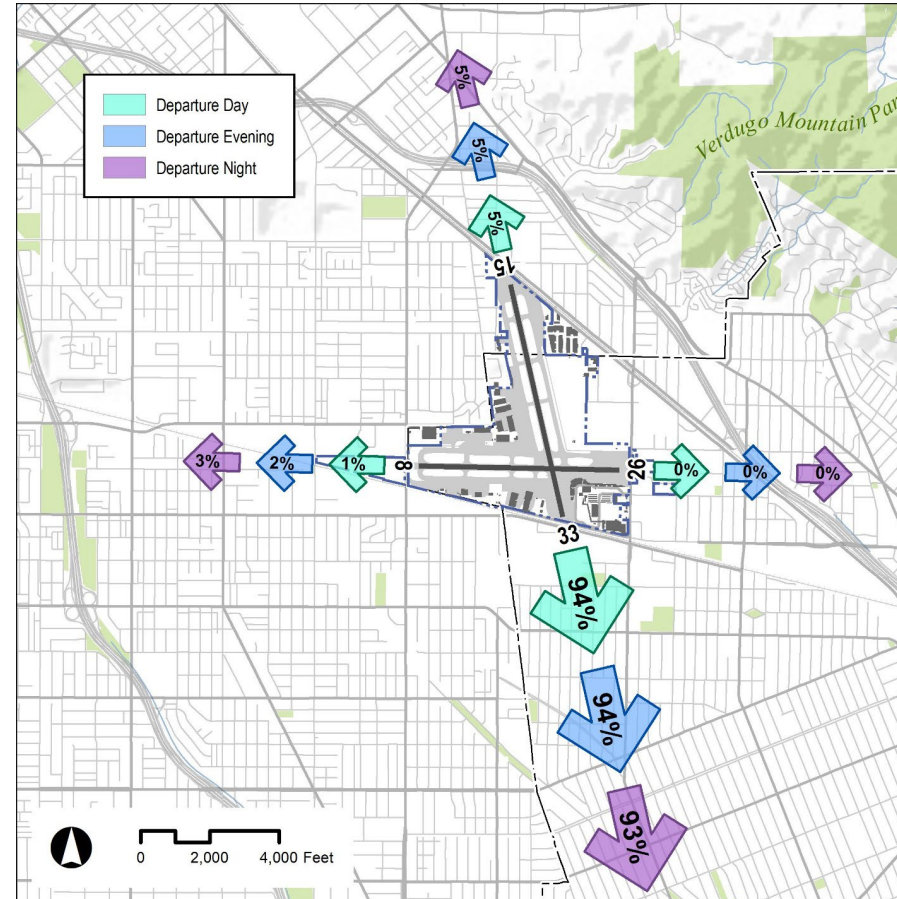
Note 2: Operations sums may appear to be off due to rounding.

Source: M&H Forecast, FAA 2023 TAF

Runway Use

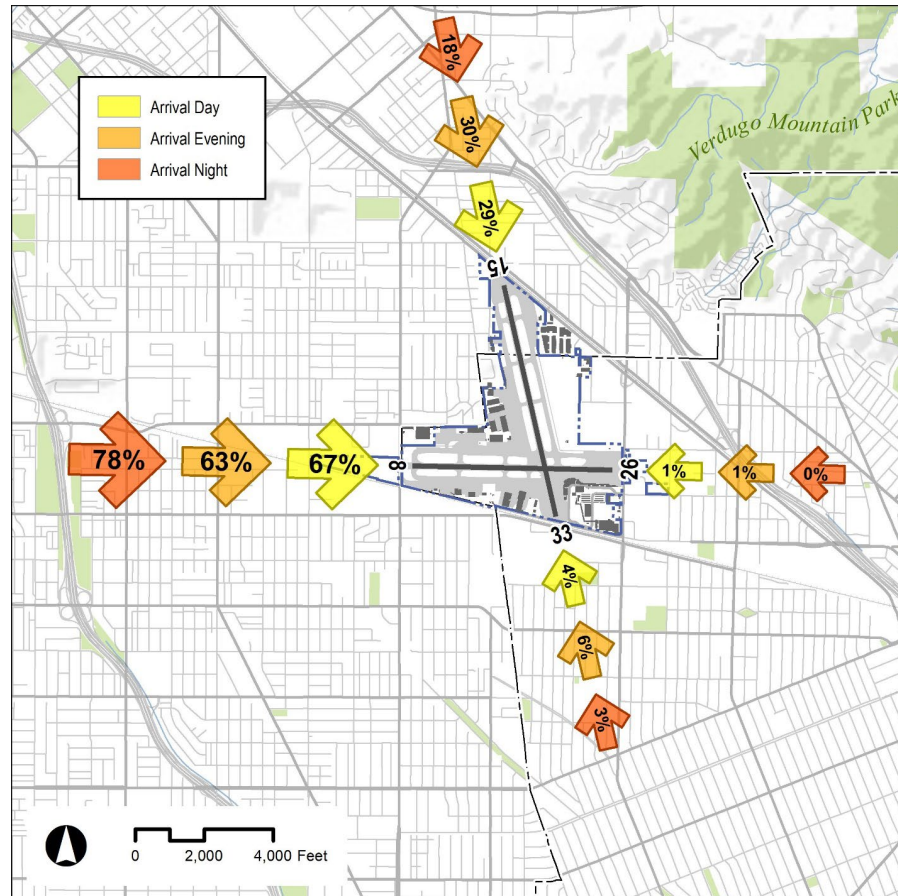


Jet Arrival Runway Use Percentages

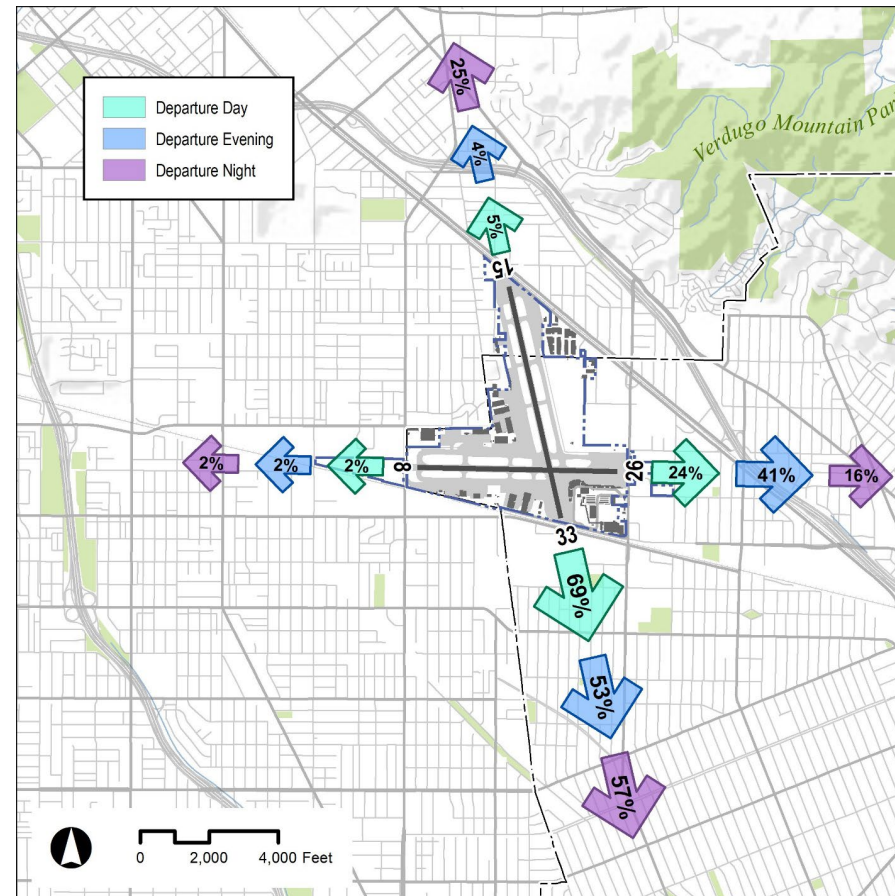


Jet Departure Runway Use Percentages

Runway Use



Non-Jet Arrival Runway Use Percentages



Non-Jet Departure Runway Use Percentages

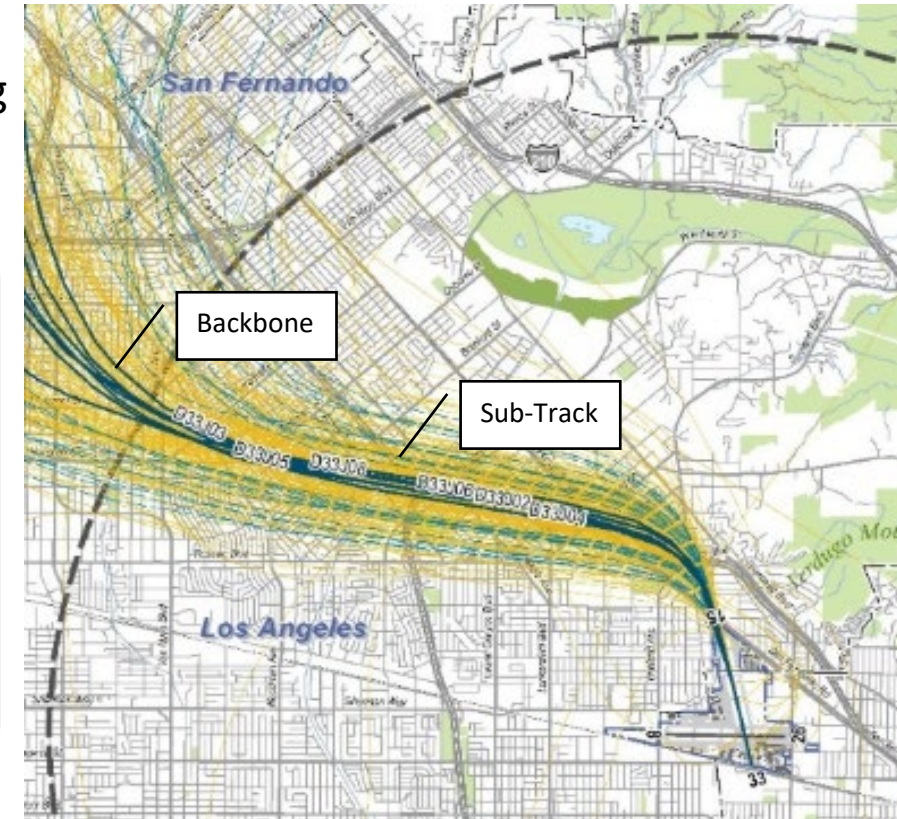
Aircraft Flight Tracks



- 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



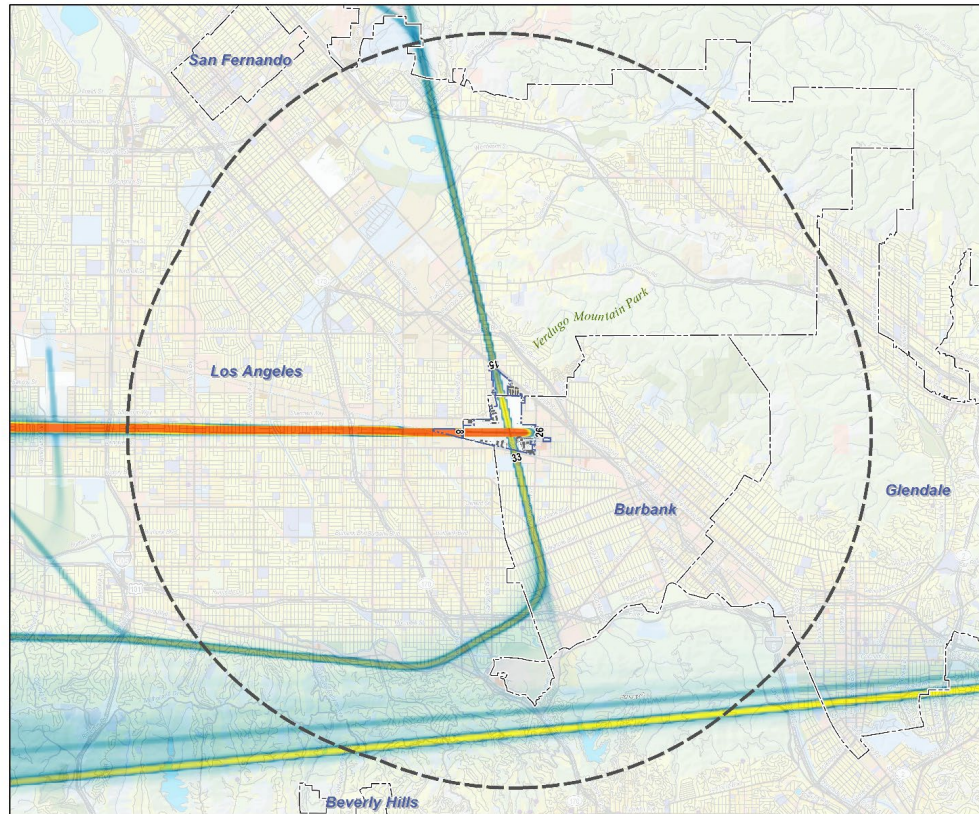
- Process is the same for arrivals and departures for each runway, aircraft type, direction, and track group
- Prepared 385 tracks: 103 backbone and 282 sub-tracks

Subsequent slides

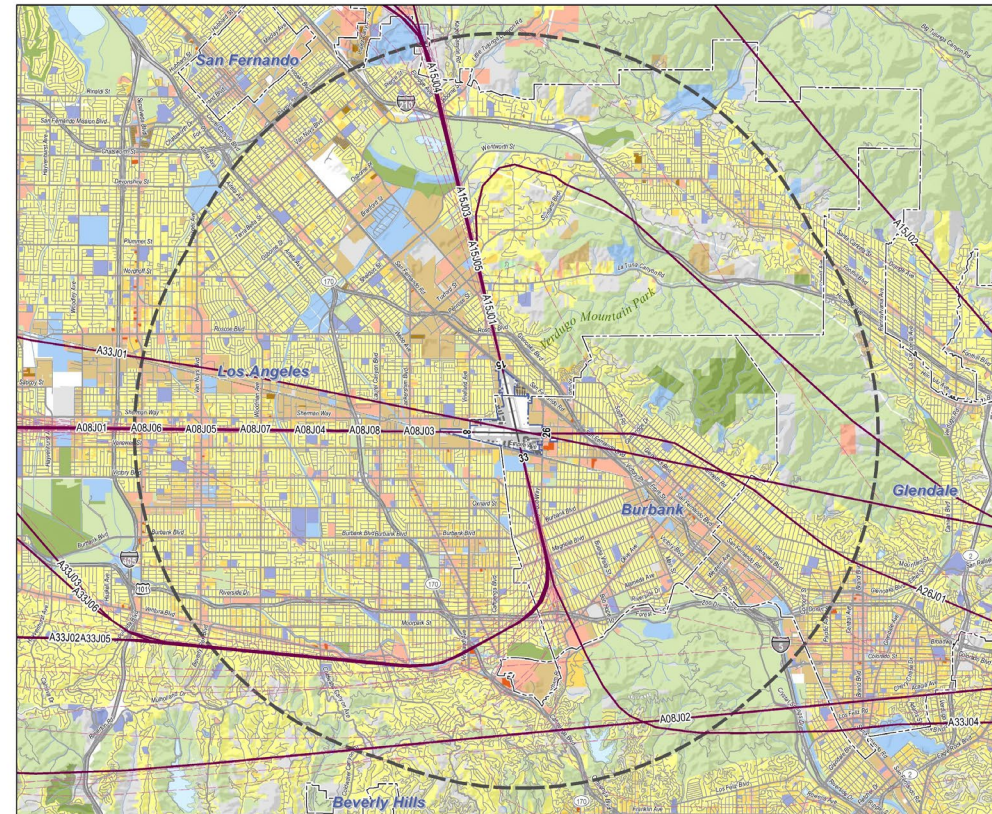
- Illustrate the results of HMMH development of model tracks
- Present overall arrival and departure flight track figures for each aircraft group

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

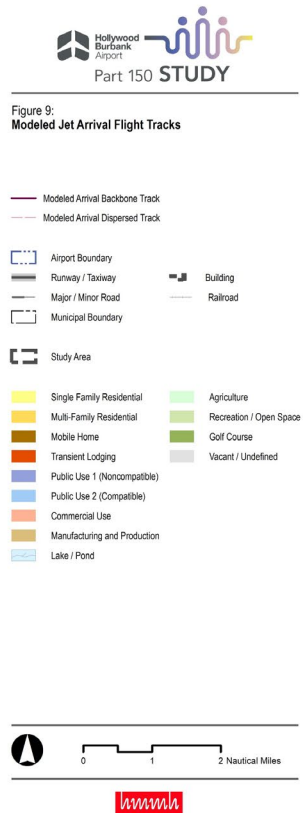
Flight Tracks – Jet Arrivals



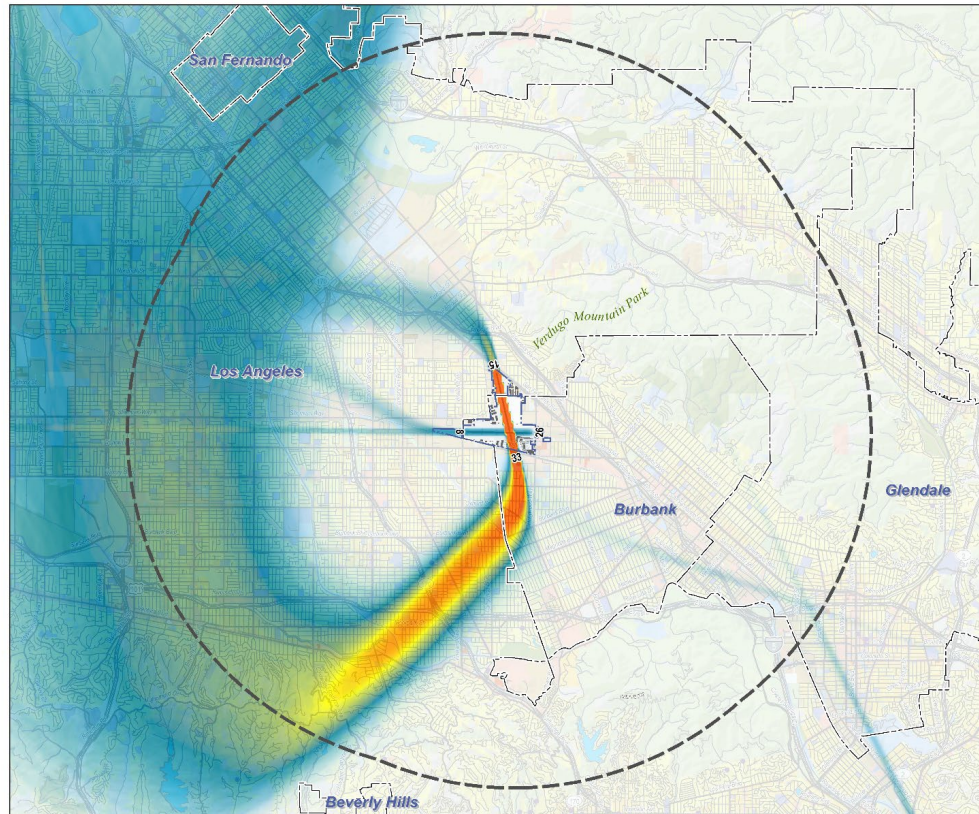
2023 Flight Track Density



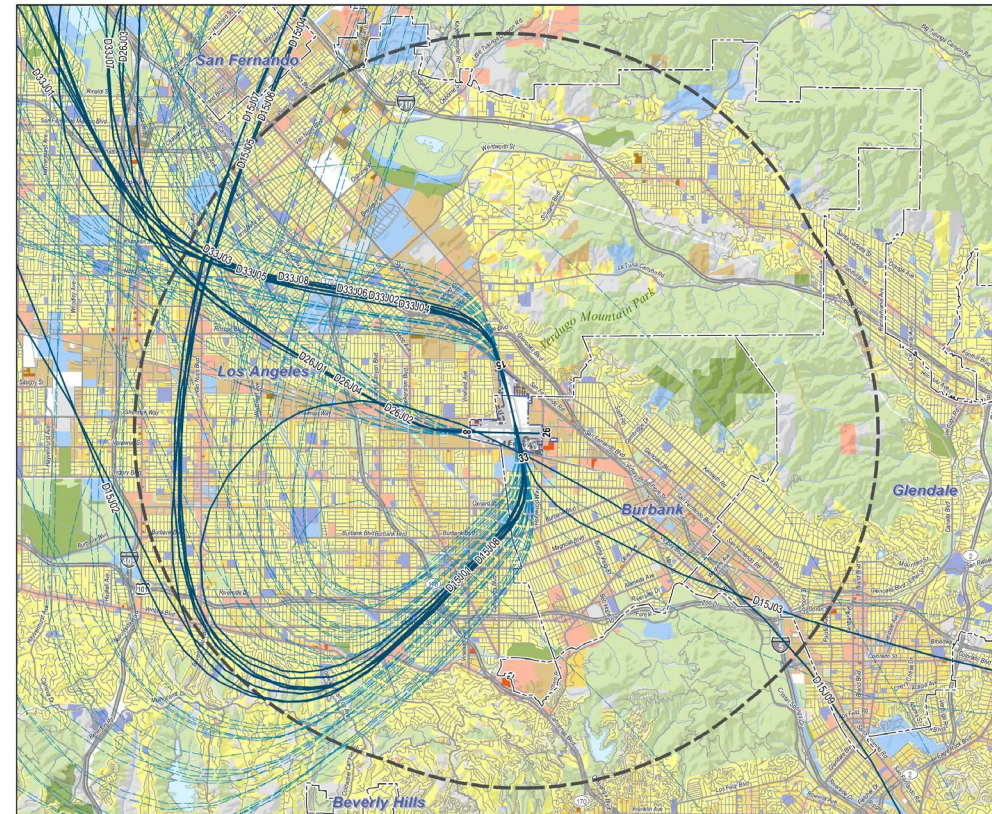
Model Flight Tracks



Flight Tracks – Jet Departures



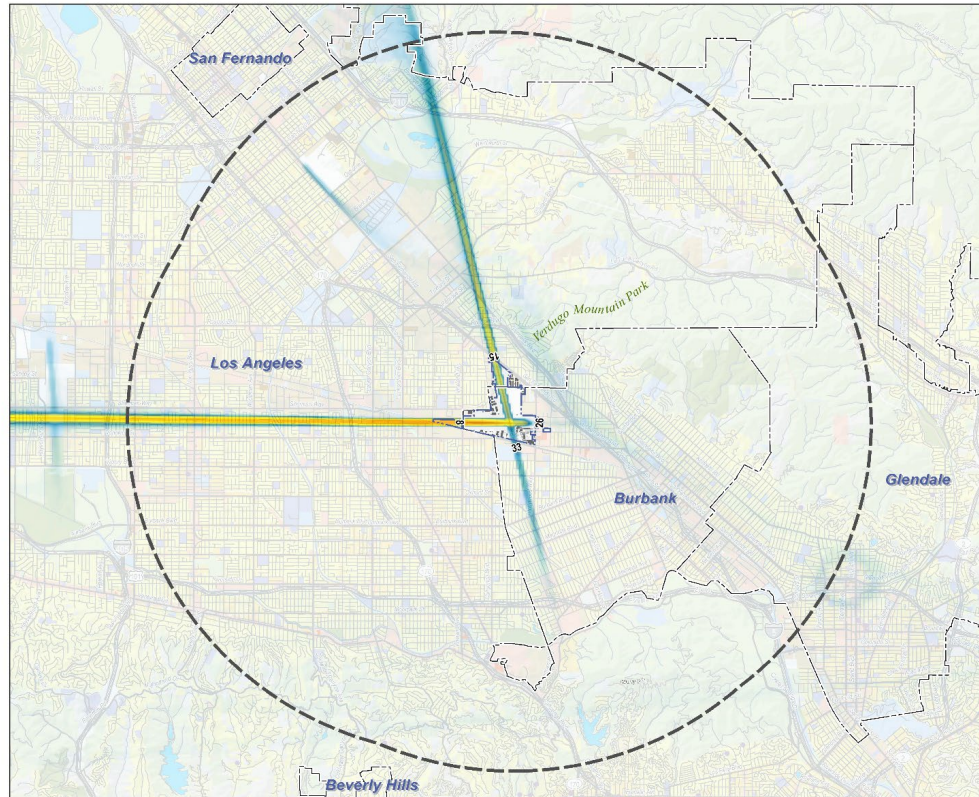
2023 Flight Track Density



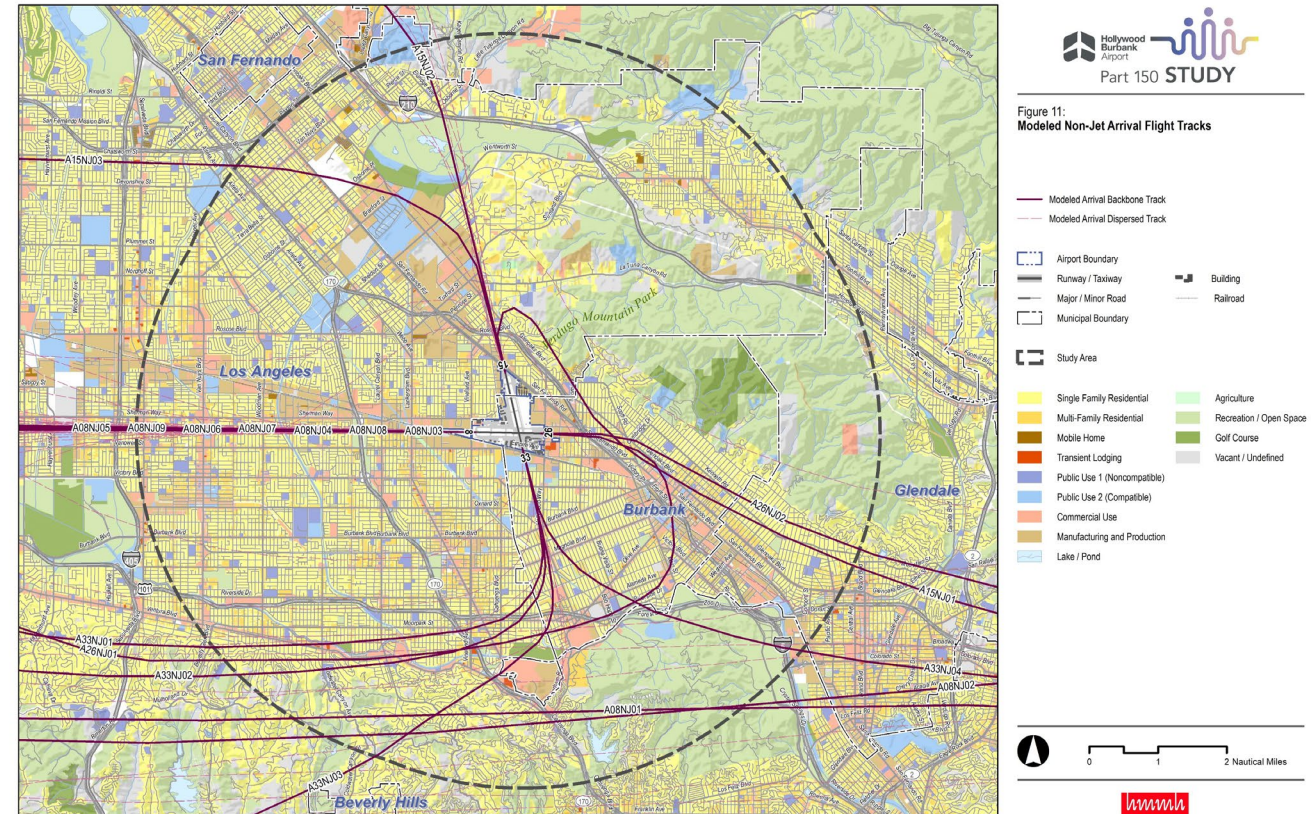
Model Flight Tracks



Flight Tracks – Non-Jet Arrivals

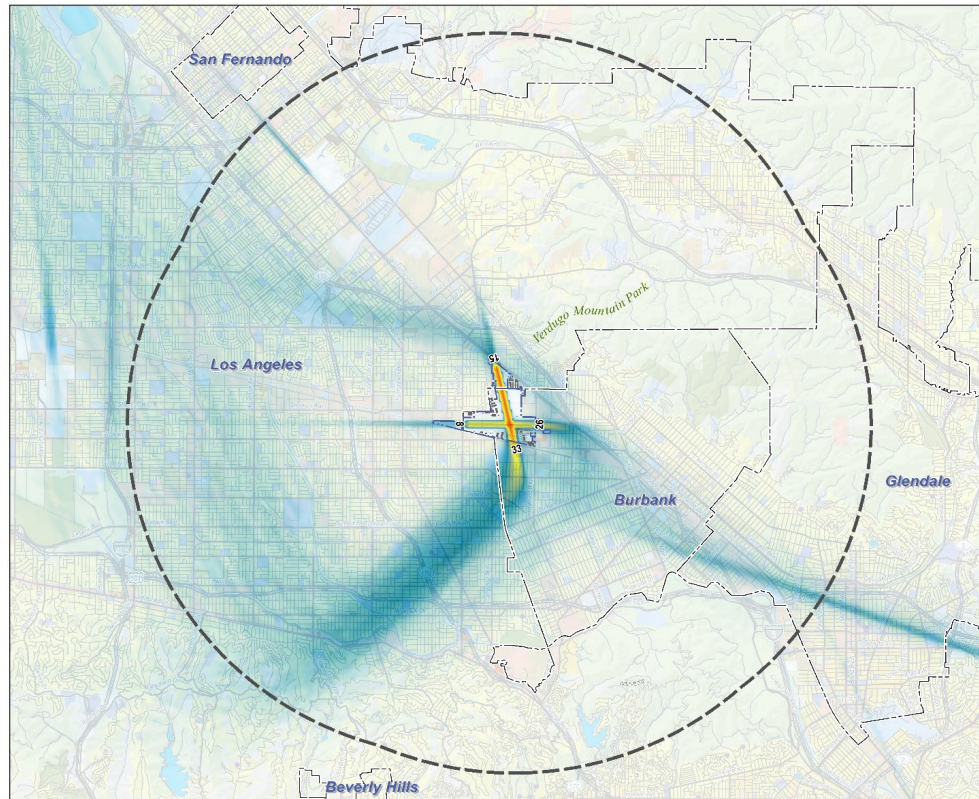


2023 Flight Track Density

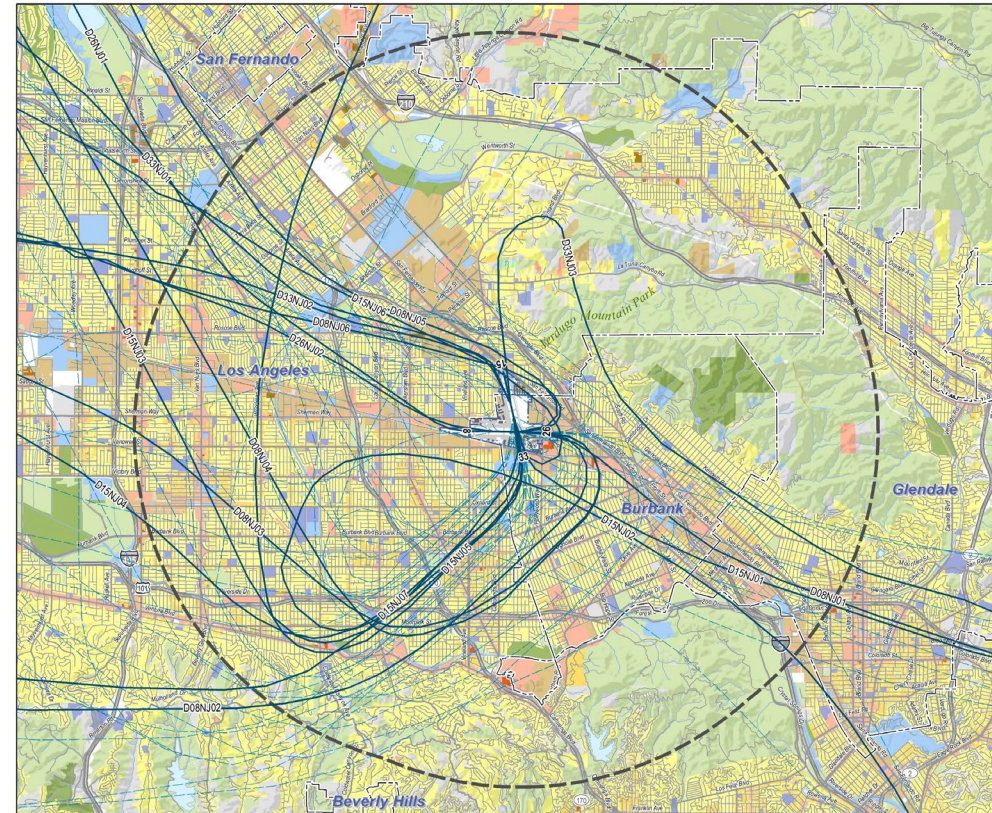


Model Flight Tracks

Flight Tracks – Non-Jet Departures



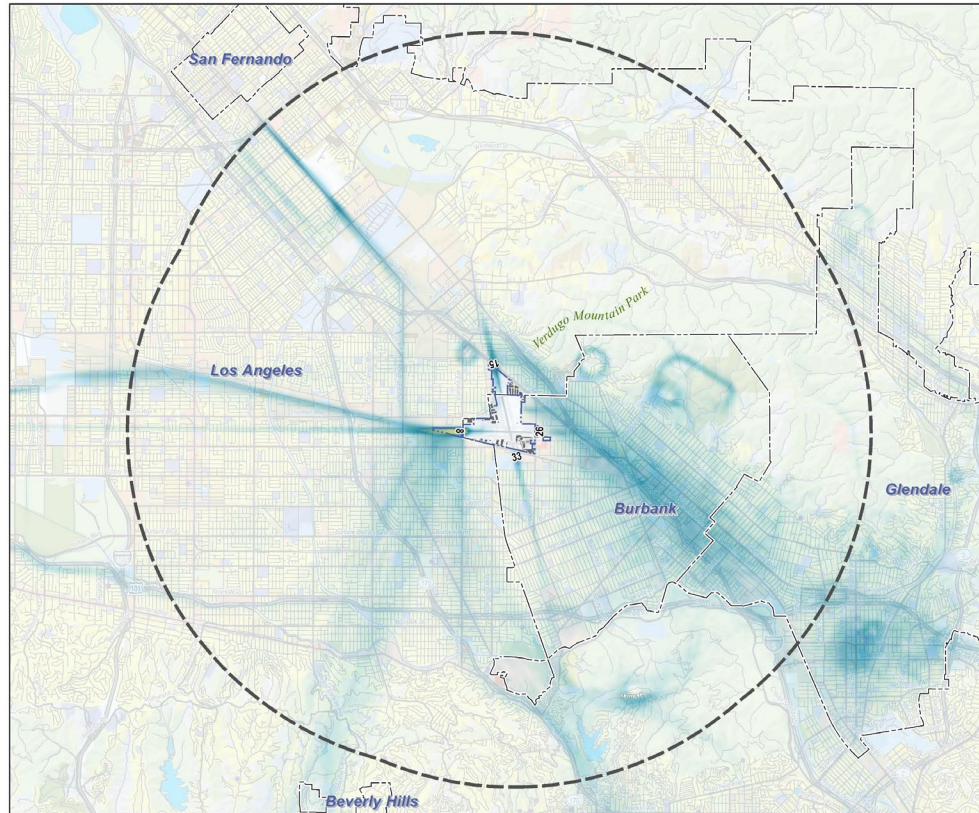
2023 Flight Track Density



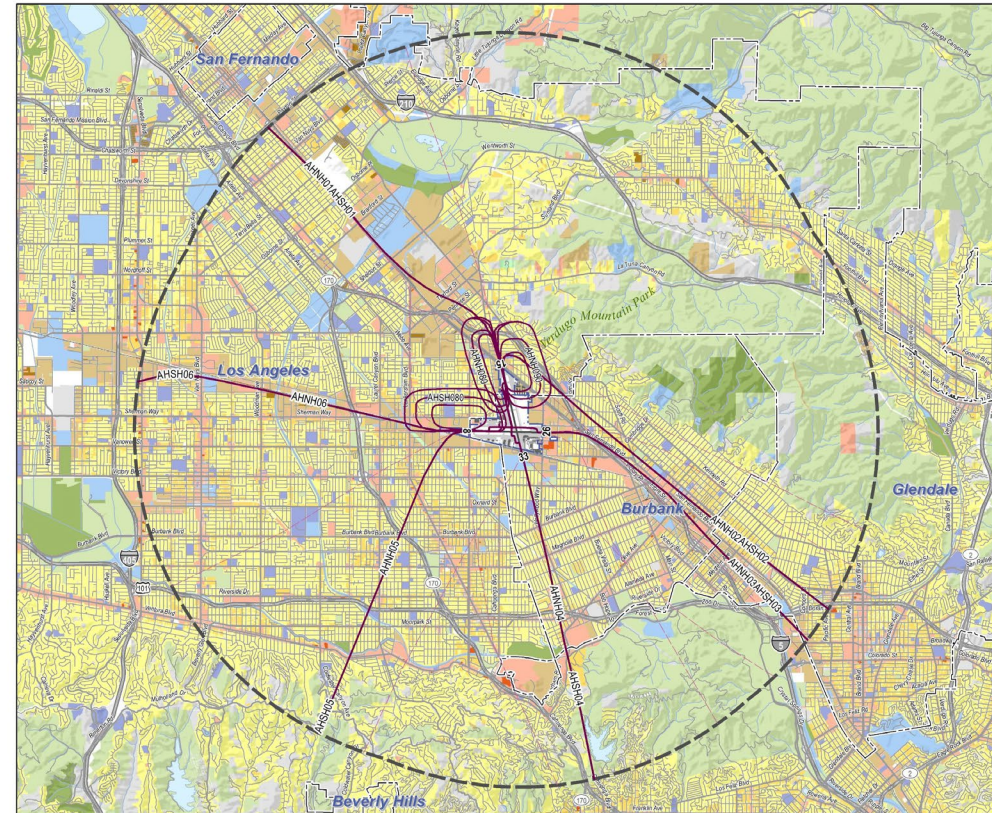
Model Flight Tracks



Flight Tracks – Helicopter Arrivals



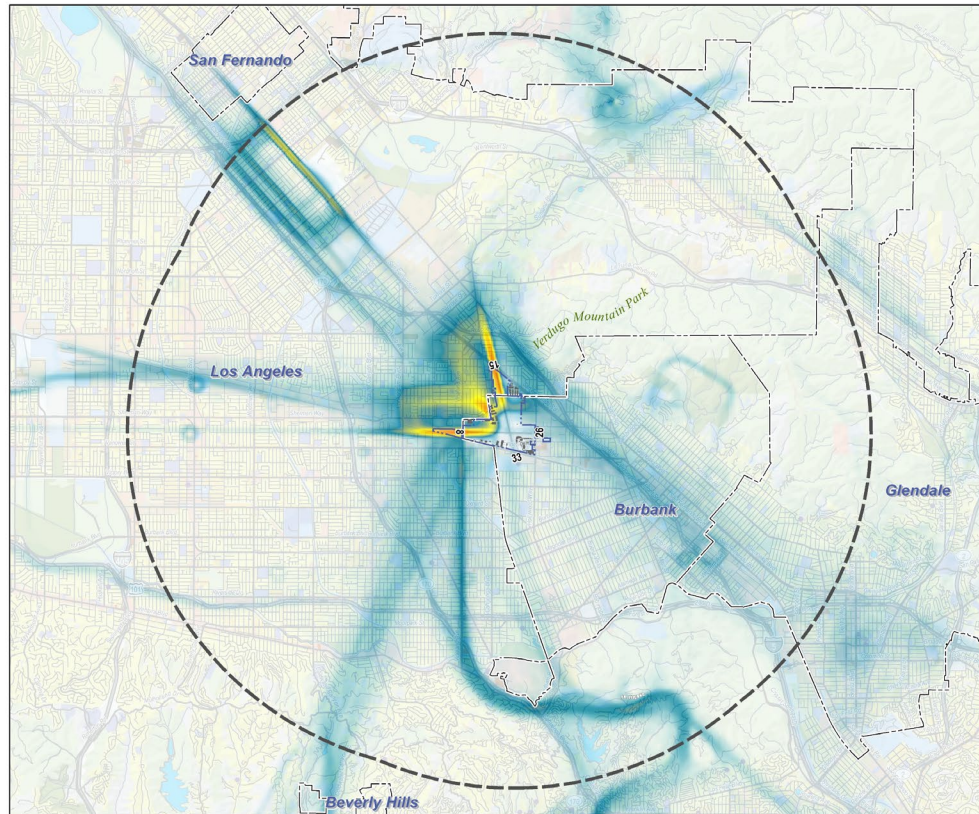
2023 Flight Track Density



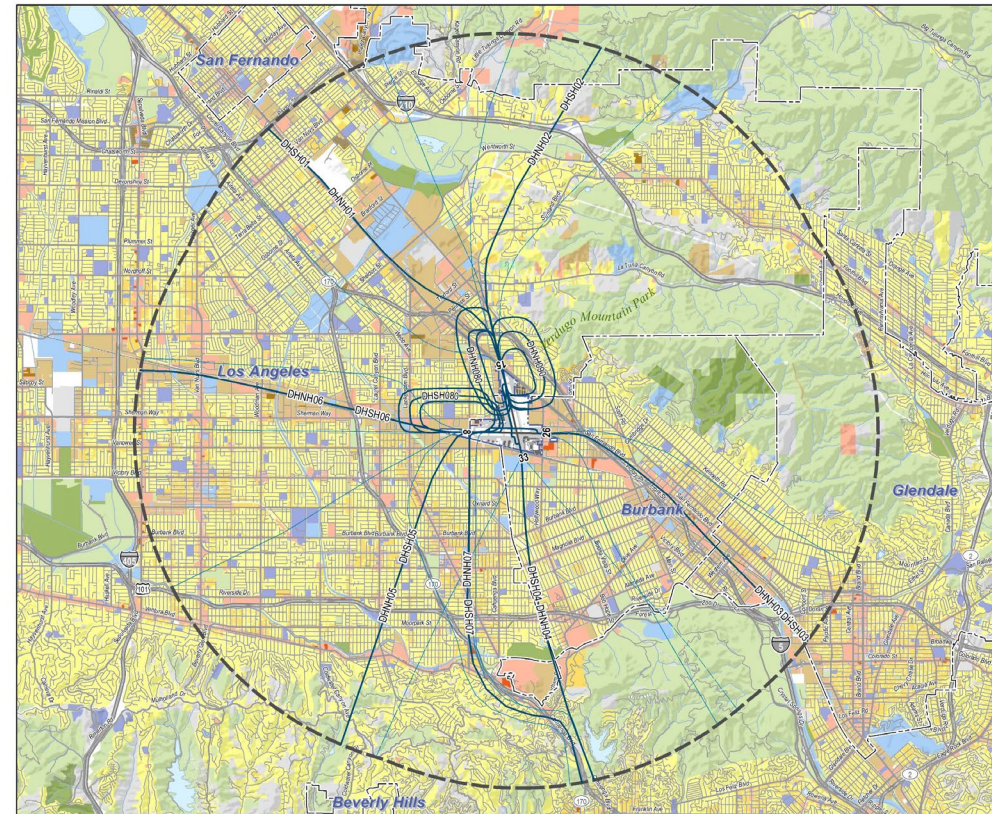
Model Flight Tracks



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
<u>January 30, 2025</u>	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
<u>May 22, 2025</u>	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



Project Website	www.hollywoodburbankairport.com/noise/part-150-study-update
Project email address	BURPart150Study@arellanoassociates.com
Project Manager	Timothy Middleton, C.M. tmiddleton@hmmh.com



Discussion

