Hollywood Burbank Airport

Burbank-Glendale-Pasadena Airport Authority

Part 150 Noise Study Update

Draft Noise Exposure Map Update

May 12, 2025

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Hollywood Burbank Airport
Part 150 Noise Study Update
Draft Noise Exposure Map Update

Pursuant to Title 14 of the Code of Federal Regulations Part 150

HMMH Report Number 22-0262A

May 12, 2025

Prepared for:

Hollywood Burbank Airport
Burbank-Glendale-Pasadena Airport Authority
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Executive Summary

The Burbank-Glendale-Pasadena Airport Authority (BGPAA) is committed to being a good neighbor and a responsible operator of the Hollywood Burbank Airport (BUR). As the Airport proprietor, and in accordance with the Federal Aviation Administration's (FAA's) process codified under Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150 or Part 150), BGPAA is updating the Noise Exposure Map (NEM) and Noise Compatibility Program (NCP) for BUR. BGPAA has participated in the Part 150 program at BUR since the early 2000s.

A Part 150 Study is a voluntary, federally funded and federally supervised formal process for airport operators to address aircraft noise in terms of land use compatibility. Part 150 Study includes the following two principal elements:

- The **Noise Exposure Map** (NEM) element describes the airport layout and operation, aircraft-related noise exposure, land uses in the airport environs, and the resulting noise/land use compatibility. Part 150 requires that the documentation address aircraft operations during two time periods: the year of submission and a forecast year at least five years following the year of submission.
- The **Noise Compatibility Program** (NCP) element describes the actions the airport proprietor recommends addressing existing and future land use incompatibilities with aircraft operations.

A Part 150 Study is similarly divided into two phases:

- **Phase 1** focuses on the development and submittal of the NEM to the FAA for acceptance as being completed in accordance with 14 CFR Part 150, and
- **Phase 2** determines the Airport-recommended measures to minimize incompatible land uses from aircraft operations with the development and submittal of the NCP.

This draft document includes all Phase 1 NEM documentation required for acceptance by the FAA. BGPAA completed the original Part 150 Study for BUR in 1989. The FAA accepted the NEM and provided a Record of Approval (ROA) for the airport-recommended NCP measures in 1989.

This draft document presents the results of the NEM element of the ongoing Part 150 Study Update including quantifying noise exposure from aircraft operations, assessing compatibility of land uses near the Airport, and evaluating the existing NCP measures to determine their continued effectiveness in reducing noncompatible land uses. This draft NEM assesses aircraft noise exposure resulting from the existing condition (2025) and a five-year forecast condition (2030). The Part 150 Study Update is part of the broader effort to address noise exposure resulting from BUR aircraft operations; it covers a study area that includes BUR and adjacent communities. Community engagement and public outreach is integral part of the 14 CFR Part 150 Study Update process.

Noise Exposure Maps

The 2025 and 2030 noise exposure contours are presented below in Figures ES-1 and ES-2 and in Chapter 5 of this document. The resulting land use compatibility analysis is summarized in Table ES-1, including the population and housing units within the 65 decibel (dB) contour and noise-sensitive parcels. The land use analysis shows that 339 residential units and 4 noise-sensitive parcels are potentially incompatible with noise from BUR aircraft operations in the 2030 forecast condition. The FAA considers all land uses compatible with aircraft noise less than 65 dB in terms of the Day-Night Average Sound Level (DNL) metric. While DNL is the primary metric FAA uses to determine noise impacts, FAA accepts the Community Noise Equivalent Level (CNEL) in California as California adopted the use of CNEL prior to FAA adopting DNL. Potential incompatible properties are identified as INC. in Table ES-1.

Table ES-1. Existing (2025) and Forecast (2030) Land Use Compatibility
Source: HMMH 2025

Contour Interval	Population US Census 2020						Housing Units[1]					
	2025			2030			2025			2030		
	Total	RATP	INC.	Total	RATP	INC.	Total	RATP	INC.	Total	RATP	INC.
65-70 CNEL	2,817	1,658	1,159	2,889	1,597	1,292	868	592	276	907	568	339
70-75 CNEL	13	6	7	13	8	5	3	2	1	2	3	0
>75 CNEL	0	0	0	0	0	0	0	0	0	0	0	0
Total within 65 CNEL	**2,830**	**1,664**	**1,166**	**2,902**	**1,605**	**1,297**	**871**	**594**	**277**	**909**	**571**	**339**

Notes:
RATP = Residential acoustic treatment program (RATP) compatible.
INC = Potential incompatible properties are identified as INC.
1. The assumed number of occupants per housing unit is 2.5.

Sponsor's Certification

The Noise Exposure Map and accompanying documentation for the Noise Exposure Map for Hollywood Burbank Airport, including the description of consultation and opportunity for public involvement, submitted in accordance with Title 14 Code of Federal Regulations Part 150, Airport Noise Compatibility Planning, are hereby certified as true and complete under penalty of 18 United States Code § 1001. It is hereby certified that interested persons have been afforded adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of the forecast aircraft operations.

John T. Hatanaka
Executive Director
Hollywood Burbank Airport

Date of Signature

Hollywood Burbank Airport

Part 150 STUDY

Figure ES-1:
2025 CNEL Noise Contour

- 2025 CNEL Noise Contour (65-75 dB CNEL)
- ANOMS Noise Monitor Location (Monitor 8 and 17 No Longer in Service)
- Airport Boundary
- Runway / Taxiway
- Building
- Major / Minor Road
- Railroad
- Municipal Boundary

Residential Sound Insulation Program (RSIP)
- Complete, Single Family Residential (1,783)
- Complete, Multi-Family Residential (662)
- Complete, School (5)

- 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
- Hospital
- Place of Worship
- Library
- Daycare
- National Register of Historic Places

DRAFT - Subject to Change

Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

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Sponsor's Certification

The Noise Exposure Map and accompanying documentation for the Noise Exposure Map for Hollywood Burbank Airport, including the description of consultation and opportunity for public involvement, submitted in accordance with Title 14 Code of Federal Regulations Part 150, Airport Noise Compatibility Planning, are hereby certified as true and complete under penalty of 18 United States Code § 1001. It is hereby certified that interested persons have been afforded adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of the forecast aircraft operations.

John T. Hatanaka
Executive Director
Hollywood Burbank Airport

Date of Signature

Hollywood Burbank Airport

Part 150 STUDY

Figure ES-2:
2030 CNEL Noise Contour

- 2030 CNEL Noise Contour (65-75 dB CNEL)
- ANOMS Noise Monitor Location (Monitor 8 and 17 No Longer in Service)
- Airport Boundary
- Runway / Taxiway
- Building
- Major / Minor Road
- Railroad
- Municipal Boundary

Residential Sound Insulation Program (RSIP)
- Complete, Single Family Residential (1,783)
- Complete, Multi-Family Residential (662)
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- Single Family Residential
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Sponsor's Certification

Burbank-Glendale-Pasadena Airport Authority (BGPAA) has completed a comprehensive *Noise Exposure Map Update* in accordance with Title 14 of the Code of Federal Regulations Part 150 for Hollywood Burbank Airport. ***This is to certify the following:***

1. The 2025 and 2030 Noise Exposure Maps for the Hollywood Burbank Airport and the associated documentation that BGPAA submitted in this volume to the Federal Aviation Administration under Title 14 CFR Part 150, Subpart B, Section 150.21, are true and complete, under penalty of 18 U.S.C. 1001.
2. The "Existing Condition (2025) Noise Exposure Map" (Figure 5-1 from Chapter 5) accurately represents conditions for calendar year 2025.
3. The "Future Condition (2030) Noise Exposure Map" (Figure 5-2 from Chapter 5) accurately represents forecast conditions for calendar year 2030.
4. Pursuant to Title 14 CFR Part 150, Subpart B, Section 150.21(b), all interested parties have been afforded adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft noise exposure maps, and the descriptions of forecast aircraft operations.

The operations at Hollywood Burbank Airport are hereby certified to be consistent with the fleet mix, forecast operational levels, and flight procedures depicted for 2025 and 2030 within this document. Further information regarding development of the fleet mix, forecast, and procedures can be found in Chapter 4 and Appendix C.

BURBANK–GLENDALE–PASADENA AIRPORT AUTHORITY

[This Sponsor's Certification will occur after the Public Draft NEM Comment Period.]

_____

By:	John T. Hatanaka
Title:	Executive Director
Date:	

Airport Name:	Hollywood Burbank Airport
Airport Owner/Operator:	Burbank-Glendale-Pasadena Airport Authority
Address:	2627 North Hollywood Way, Burbank, CA 91505

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FAA Checklist

The FAA produced Advisory Circular 150/5020, "Airport Noise and Land Use Compatibility Planning," that includes a checklist for FAA's use in reviewing NEM submissions. The checklist is presented in the table below with appropriate page numbers or other references and pertinent notes and comments to assist in the document's review.

Table ES-2. Part 150 Noise Exposure Map Checklist
Source: FAA/APP, Washington, DC, March 1989; revised June 2005

PROGRAM REQUIREMENT	YES	NO	SUPPORTING PAGES/REVIEW COMMENTS
I. Submitting and Identifying The NEM:			
A. Submission is properly identified:			
1. 14 C.F.R. Part 150 NEM?	X		NEM Update
2. NEM and NCP together?		X	An NCP will be prepared and submitted as a separate document, after acceptance of the NEM by the FAA. See Sponsor Certification, page xi.
3. Revision to NEMs FAA previously determined to be in compliance with Part 150	X		See Cover Letter and Chapter 4, Section 4.11.
B. Airport and Airport Operator's name are identified?	X		Hollywood Burbank Airport; The Burbank-Glendale-Pasadena Airport Authority (BGPAA). See Sponsor Certification, page xi.
C. NCP is transmitted by airport operator's dated cover letter, describing it as a Part 150 submittal and requesting appropriate FAA determination?	X		Cover letter will be included as part of the official FAA submittal.
II. Consultation: [150.21(b), A150.105(a)]			
A. Is there a narrative description of the consultation accomplished, including opportunities for public review and comment during map development?	X		See Chapter 6 and Appendix D.
B. Identification of consulted parties:			
1. Are the consulted parties identified?	X		See Section 1.3, Chapter 6, and Appendix D.
2. Do they include all those required by 150.21(b) and A150.105(a)?	X		See Section 1.3, Chapter 6, and Appendix D.
3. Agencies in 2., above, correspond to those indicated on the NEM?	X		Agencies identified on the NEM participated as part of the Technical Advisory Committee (TAC), Section 6.1.
C. Does the documentation include the airport operator's certification, and evidence to support it, that interested persons have been afforded adequate opportunity to submit their views, data, and comments during map development and in accordance with 150.21(b)?	X		Certification language is provided on page xi. Information on the consultation process is provided in Chapter 6 and Appendix D.
D. Does the document indicate whether written comments were received during consultation and, if there were comments, that they are on file with the FAA regional airports division manager?	X		Chapter 6.3 lists the public meetings. The Final NEM document will provide copies of the comments, which by submission of this document will be on file with the FAA's Regional Airports Division Manager.
III. General Requirements: [150.21]			
A. Are there two maps, each clearly labeled on the face with year (existing condition year and one that is at least 5 years into the future)?	X		Figure 5-1 presents the 2025 Map with existing conditions.

PROGRAM REQUIREMENT	YES	NO	SUPPORTING PAGES/REVIEW COMMENTS
			Figure 5-2 presents the 2030 Map with 5-year conditions.
B. Map currency:			
1. Does the year on the face of the existing condition map graphic match the year on the airport operator's NEM submittal letter?	X		See cover letter and Figures 5-1 and 5-2 in the back pocket of this document in print. The official submittal to the FAA will be made under a cover letter that meets Part 150 requirements.
2. Is the forecast year map based on reasonable forecasts and other planning assumptions and is it for at least the fifth calendar year after the year of submission?	X		See cover letter and certification language on page xi. Future Condition (2030) Noise Exposure Map (Figure 5-2).
3. If the answer to 1 and 2 above is no, the airport operator must verify in writing that data in the documentation are representative of existing condition and at least 5 years' forecast conditions as of the date of submission?	N/A		
C. If the NEM and NCP are submitted together:	N/A		Not Applicable. NCP not submitted with this NEM.
1. Has the airport operator indicated whether the forecast year map is based on either forecast conditions without the program or forecast conditions if the program is implemented?	X		
2. If the forecast year map is based on program implementation:	N/A		
a. Are the specific program measures that are reflected on the map identified?	N/A		
b. Does the documentation specifically describe how these measures affect land use compatibilities depicted on the map?	N/A		
3. If the forecast year NEM does not model program implementation, the airport operator must either submit a revised forecast NEM showing program implementation conditions [B150.3(b), 150.35(f)] or the sponsor must demonstrate the adopted forecast year NEM with approved NCP measures would not change by plus/minus 1.5 DNL? (150.21(d))	N/A		
IV. Map Scale, Graphics, And Data Requirements: [A150.101, A150.103, A150.105, 150.21(a)]			
A. Are the maps of sufficient scale to be clear and readable (they must not be less than 1" to 2,000'), and is the scale indicated on the maps? (*Note (1) if the submittal uses separate graphics to depict flight tracks and/or noise monitoring sites, these must be of the same scale, because they are part of the documentation required for NEMs.*) (*Note (2) supplemental graphics that are not required by the regulation do not need to be at the 1" to 2,000' scale*)	X		The "Existing Condition (2025) Noise Exposure Map" (Figure 5-1) and "Future Condition (2030) Noise Exposure Map" (Figure 5-2) are presented at 1" to 2,000' in pockets near the rear of this document, as permitted by FAA.
B. Is the quality of the graphics such that required information is clear and readable? (Refer to C. through G., below, for specific graphic depictions that must be clear and readable)	X		The "Existing Condition (2025) Noise Exposure Map" (Figure 5-1) and "Future Condition (2030) Noise Exposure Map" (Figure 5-2) are

PROGRAM REQUIREMENT	YES	NO	SUPPORTING PAGES/REVIEW COMMENTS
			presented at 1" to 2,000' in pockets near the rear of this document, as permitted by FAA.
C. Depiction of the airport and its environs:			
1. Is the following graphically depicted to scale on both the existing condition and forecast year maps?			
a. Airport boundaries	X		Existing Condition (2025) Noise Exposure Map (Figure 5-1), Future Condition (2030) Noise Exposure Map (Figure 5-2).
b. Runway configurations with runway end numbers	X		Existing Condition (2025) Noise Exposure Map (Figure 5-1), Future Condition (2030) Noise Exposure Map (Figure 5-2).
2. Does the depiction of the off-airport data include?			
a. A land use base map depicting streets and other identifiable geographic features	X		Land uses on the NEMs, streets and other features are shown over the entire mapped area. Land use coverage is shown in Figure 2-1. Existing Condition (2025) Noise Exposure Map (Figure 5-1), Future Condition (2030) Noise Exposure Map (Figure 5-2).
b. The area within the DNL 65 dB (or beyond, at local discretion)	X		Existing Condition (2025) Noise Exposure Map (Figure 5-1), Future Condition (2030) Noise Exposure Map (Figure 5-2).
c. Clear delineation of geographic boundaries and the names of all jurisdictions with planning and land use control authority within the DNL 65 dB (or beyond, at local discretion)	X		As noted directly on the map portion of the NEM figures (which extends in both cases well beyond 65 dB DNL contour), the mapped area is within the jurisdictional boundaries. Existing Condition (2025) Noise Exposure Map (Figure 5-1), Future Condition (2030) Noise Exposure Map (Figure 5-2).
D. 1. Continuous contours for at least the DNL 65, 70, and 75 dB?	X		Existing Condition (2025) Noise Exposure Map (Figure 5-1), Future Condition (2030) Noise Exposure Map (Figure 5-2).
2. Has the local land use jurisdiction(s) adopted a lower local standard and if so, has the sponsor depicted this on the NEMs?		X	No
3. Based on current airport and operational data for the existing condition year NEM, and forecast data representative of the selected year for the forecast NEM?	X		See Existing Condition (2025) Noise Exposure Map (Figure 5-1), Future Condition (2030) Noise Exposure Map (Figure 5-2).
E. Flight tracks for the existing condition and forecast year timeframes (these may be on supplemental graphics which must use the same land use base map and scale as the existing condition and forecast year NEM), which are numbered to correspond to accompanying narrative?	X		See Section 4.5, Figures 4-9 through 4-14.
F. Locations of any noise monitoring sites (these may be on supplemental graphics which must use the same land use base map and scale as the official NEMs)	x		See Figure 3-2.
G. Noncompatible land use identification:			
1. Are noncompatible land uses within at least the DNL 65 dB noise contour depicted on the map graphics?	X		No noncompatible land use is located within the DNL 65 dB contour. See Existing Condition (2025) Noise Exposure Map (Figure 5-1), Future Condition (2030) Noise Exposure Map (Figure 5-2).

PROGRAM REQUIREMENT	YES	NO	SUPPORTING PAGES/REVIEW COMMENTS
2. Are noise sensitive public buildings and historic properties identified? (Note: If none are within the depicted NEM noise contours, this should be stated in the accompanying narrative text.)	X		No noncompatible noise sensitive sites are located within the DNL 65 dB contour. Existing Condition (2025) Noise Exposure Map (Figure 5-1), Future Condition (2030) Noise Exposure Map (Figure 5-2).
3. Are the noncompatible uses and noise sensitive public buildings readily identifiable and explained on the map legend?	X		Existing Condition (2025) Noise Exposure Map (Figure 5-1), Future Condition (2030) Noise Exposure Map (Figure 5-2).
4. Are compatible land uses, which would normally be considered noncompatible, explained in the accompanying narrative?	N/A		There is no noncompatible land use within the DNL 65 dB contour that would normally be considered noncompatible.
V. Narrative Support Of Map Data: [150.21(a), A150.1, A150.101, A150.103]			
A. 1. Are the technical data and data sources on which the NEMs are based adequately described in the narrative?	X		See Chapter 4.
2. Are the underlying technical data and planning assumptions reasonable?	X		The Technical Advisory Committee (including FAA) carefully vetted all assumptions. Chapter 6, Section 6.1, and Appendix D.
B. Calculation of Noise Contours:			
1. Is the methodology indicated?	X		As discussed in Chapter 4, the DNL contours contained in these NEMs were prepared using the most recent release of the FAA's AEDT available at the time the NEMs were prepared, i.e., "Version 3g."
a. Is it FAA approved?	X		
b. Was the same model used for both maps? (Note: The same model also must be used for NCP submittals associated with NEM determinations already issued by FAA where the NCP is submitted later, unless the airport sponsor submits a combined NEM/NCP submittal as a replacement, in which case the model used must be the most recent version at the time the update was started.)	X		
c. Has AEE approval been obtained for use of a model other than those that have previous blanket FAA approval?	X		Non-Standard Modeling request was submitted to the FAA and approved.
2. Correct use of noise models:			
a. Does the documentation indicate, or is there evidence, the airport operator (or its consultant) has adjusted or calibrated FAA-approved noise models or substituted one aircraft type for another that was not included on the FAA's pre-approved list of aircraft substitutions?	X		See Appendix C.
b. If so, does this have written approval from AEE, and is that written approval included in the submitted document?	X		See Appendix C. AEE approval on file with FAA correspondence with Los Angeles Airports District Office FAA Western Pacific Region Airports Division March 19, 2025
3. If noise monitoring was used, does the narrative indicate that Part 150 guidelines were followed?		X	Noise monitoring was not conducted for this Study.
4. For noise contours below DNL 65 dB, does the supporting documentation include an explanation of local reasons? (Note: A narrative explanation, including evidence the local jurisdiction(s) have adopted a noise level less than DNL 65 dB as sensitive for the local community(ies), and including		X	Not applicable. No noise contours below 65 dB CNEL are depicted on the maps.

PROGRAM REQUIREMENT	YES	NO	SUPPORTING PAGES/REVIEW COMMENTS
a table or other depiction of the differences from the Federal table, is highly desirable but not specifically required by the rule. However, if the airport sponsor submits NCP measures within the locally significant noise contour, an explanation must be included if it wants the FAA to consider the measure(s) for approval for purposes of eligibility for Federal aid.)			
C. Noncompatible Land Use Information:			
1. Does the narrative (or map graphics) give estimates of the number of people residing in each of the contours (DNL 65, 70 and 75, at a minimum) for both the existing condition and forecast year maps?	X		See Table 5-1 and Table 5-2.
2. Does the documentation indicate whether the airport operator used Table 1 of Part 150?	X		See Section 2.5.1.
a. If a local variation to table 1 was used:			
(1) Does the narrative clearly indicate which adjustments were made and the local reasons for doing so?		X	Not applicable; no local variation was used.
(2) Does the narrative include the airport operator's complete substitution for table 1?		X	Not applicable; no local variation was used.
3. Does the narrative include information on self-generated or ambient noise where compatible or noncompatible land use identifications consider non-airport and non-aircraft noise sources?		X	There is no noncompatible land use within the DNL 65 dB contour.
4. Where normally noncompatible land uses are not depicted as such on the NEMs, does the narrative satisfactorily explain why, with reference to the specific geographic areas?		X	Not Applicable
5. Does the narrative describe how forecast aircraft operations, forecast airport layout changes, and forecast land use changes will affect land use compatibility in the future?	X		Section 5.2 discusses change to land use compatibility.
VI. Map Certifications: [150.21(b), 150.21(e)][1]			
A. Has the operator certified in writing that interested persons have been afforded adequate opportunity to submit views, data, and comments concerning the correctness and adequacy of the draft maps and forecasts?	X		See Sponsor Certification, page xi.
B. Has the operator certified in writing that each map and description of consultation and opportunity for public comment are true and complete under penalty of 18 U.S.C. § 1001?	X		See Sponsor Certification, page xi.

[1] Sponsor Certification occurs after the Public Comment Period and upon submittal of the Final NEM to the FAA.

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Acronyms

AAD ..... Average Annual Day
AC ..... Air Carrier
ADO ..... Airports District Office
AEDT ..... Aviation Environmental Design Tool
AEE ..... Office of Environment and Energy
ANOMS ..... Airport Noise Monitoring System
ANP ..... Aircraft Noise and Performance
ASNA ..... Aviation Safety and Noise Abatement Act of 1979
ATCT ..... Airport Traffic Control Tower
BGPAA ..... Burbank-Glendale-Pasadena Airport Authority
BUR ..... Hollywood Burbank Airport
CAC ..... Citizen's Advisory Committee
CFR ..... Code of Federal Regulations
CNEL ..... Community Noise Exposure Level
dB ..... Decibel (A-weighted unless otherwise stated)
DNL ..... Day-Night Average Sound Level
FAA ..... Federal Aviation Administration
FBO ..... Fixed-base Operator
ft ..... feet
GA ..... General Aviation
HMMH ..... Harris Miller Miller & Hanson Inc.
LU ..... Land Use
ICAO ..... International Civil Aviation Organization
MSL ..... Mean Sea Level
NA ..... Noise Abatement
NADP ..... Noise Abatement Departure Procedure
NCP ..... Noise Compatibility Program
NEM ..... Noise Exposure Map
NEPA ..... National Environmental Policy Act of 1969
NLR ..... Noise Level Reduction
NM ..... Noise Mitigation
NOMS ..... Noise and Operations Management System
NPIAS ..... National Plan of Integrated Airport Systems
NRHP ..... National Register of Historic Places
OPSNET ..... Operations Network
Part 150 ..... Title 14 of the Code of Federal Regulations Part 150 "Airport Noise Compatibility Planning"
PM ..... Program Management
RATP ..... Residential Acoustic Treatment Program
ROA ..... Record of Approval
SLUCM ..... Standard Land Use Coding Manual
SWIM ..... System Wide Information Management
TAC ..... Technical Advisory Committee
TAF ..... Terminal Area Forecast
USGS ..... United States Geological Survey

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Contents

Figures

Tables

Appendices

1. Introduction to Noise Compatibility Planning

As the Airport Proprietor, Burbank-Glendale-Pasadena Airport Authority (BGPAA or "Authority") is undertaking a Noise Compatibility Planning Study Update for Hollywood Burbank Airport (BUR) in accordance with Title 14 of the Code of Federal Regulation Part 150 (14 CFR Part 150, or Part 150; herein referred to as "this Study" or "Part 150 Study Update"). The purpose of this Study is to:

- Develop an accurate update of the Noise Exposure Map (NEM) that reflects current and future airport operations.
- Communicate noise exposure levels and land use compatibility associated with BUR aircraft operations to the surrounding communities.
- Collaboratively develop recommendations aimed at addressing noncompatible land use using potential noise abatement, noise mitigation, and/or program management measures through a NCP.

The update of NEM and NCP prepared under this Study will be subject to Federal Aviation Administration (FAA) acceptance and ultimate approval of the airport-recommended NCP measures.

Part 150 describes a formal process for airport operators to address airport noise in terms of land use compatibility. The regulation establishes thresholds for aircraft noise exposure for specific land use categories. Part 150 studies are voluntary and allow airports to apply for federal funds to implement FAA-approved measures recommended by the Authority to reduce or eliminate incompatible land use.

1.1 Part 150 Process

In 1968, Congress responded to widespread community concern with aircraft noise resulting from the dawn of the jet age by passing the Aircraft Noise and Sonic Boom Act, which set standards for measurement of aircraft noise and established noise abatement regulations associated with the certification of aircraft. The FAA's emphasis on the relationship between aircraft noise and land use compatibility planning began with the passage of the Aviation Safety and Noise Abatement Act of 1979 (ASNA). This act gives the FAA the authority to issue regulations on noise compatibility planning. The Airport and Airway Improvement Act of 1982 provides a means for federal funding of projects to improve land use compatibility around airports. In response to ASNA, the FAA developed implementing regulations as currently codified in Title 14 of the Code of Federal Regulations (14 CFR Part 150), "Airport Noise Compatibility Planning."[2]

These voluntary Part 150 regulations set forth standards for airport operators to use when documenting noise exposure around airports and for establishing programs to minimize aircraft noise-related land use incompatibilities. By regulation, a Part 150 Study includes the following two principal elements (described in Sections 1.1.1 and 1.1.2):

1. Noise Exposure Map (NEM)
2. Noise Compatibility Program (NCP)

[2] U.S. Government Publishing Office. Electronic Code of Federal Regulations, Title 14 CFR Part 150 – Airport Noise Compatibility Planning. https://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title14/14cfr150_main_02.tpl

Acceptance of an NEM Update by the FAA is a prerequisite to their subsequent review and approval of measures recommended in an NCP. Figure 1-1 provides an overview of the FAA Part 150 process.

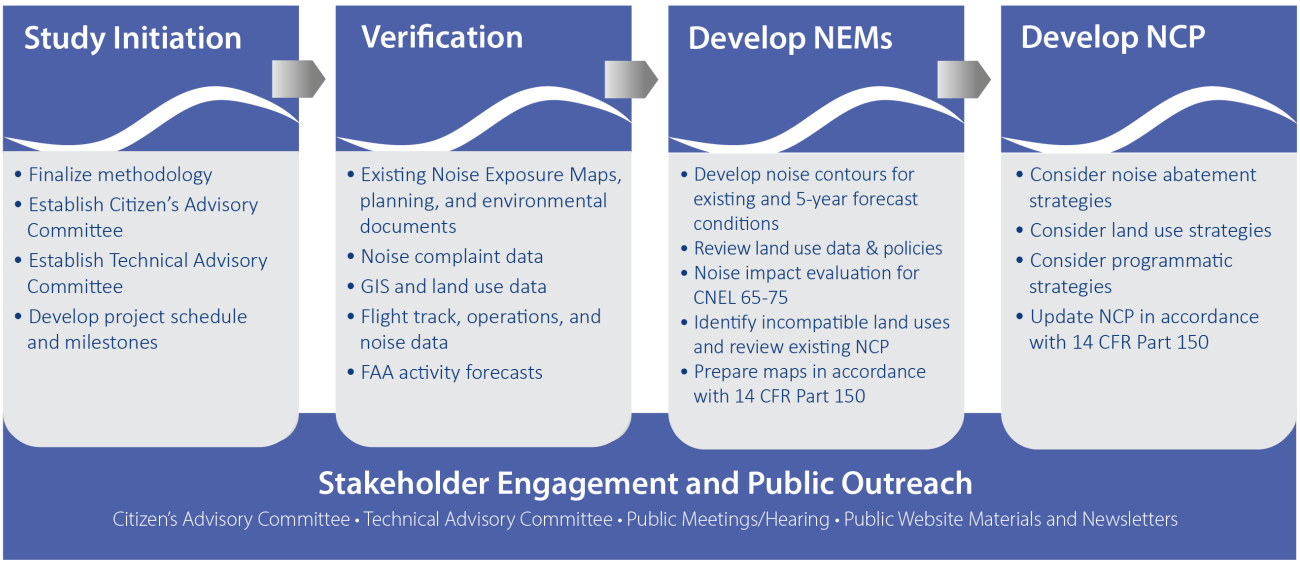

Figure 1-1. Overview of the FAA Part 150 Process

Source: HMMH

1.1.1 Noise Exposure Map

This draft NEM document describes the airport layout and operation, aircraft-related noise exposure, land uses in the airport environs, and the resulting noise and land-use compatibility. Part 150 requires that NEM documentation address aircraft operations during two time periods:

1. The year of submission (the "existing conditions") and
2. A forecast year that is at least five years following the year of submission (the "forecast conditions").

The main elements in this draft NEM document are the two maps representing aircraft noise exposure and the corresponding land use compatibility. The FAA maintains a NEM document checklist to ensure the documents include all the requirements contained in Part 150 regulation, including tabulated data and results and clear descriptions of the data collection and analysis undertaken in the development of the NEM. The NEM checklist is included in this draft NEM document.

1.1.2 Noise Compatibility Program

An NCP is a list of actions an airport proprietor recommends addressing existing and future land use incompatibilities resulting from the noise of aircraft operations. In addition to the NEM checklist, the FAA maintains an NCP checklist to ensure the documents include all the requirements of Part 150, such as:

- The development of the program.
- Each measure the airport sponsor considered.
- The reasons the airport sponsor elected to recommend or exclude each measure.
- The entities responsible for implementing each recommended measure.
- Implementation and funding mechanisms.
- The predicted effectiveness of both the individual measures and the overall program.

The FAA reviews and approves specific measures based on information contained in the NCP. BGPAA may apply for grant funding for implementation of FAA-approved measures. A BGPAA-recommended and FAA-approved measure does not require implementation of the measure but merely demonstrates that the measure is in compliance with Part 150. Additionally, if a measure requires subsequent FAA action, its implementation may require environmental study under the National Environmental Policy Act of 1969 (NEPA). This document is the draft NEM document, the NCP update process will be addressed in Phase 2 of this Part 150 Study.

1.2 Hollywood Burbank Airport Part 150 Study

Part 150 Study Update is divided into two phases: Phase 1 covers the development and submittal of the NEM, and Phase 2 is focused on the development and submittal of the NCP. BGPAA began this Part 150 Update in 2024 and this document is the draft final report for Phase 1 in accordance with 14 CFR Part 150 requirements and includes all required elements for FAA acceptance of the NEM.

An open house was held in January 2025 to introduce the project to the community, to answer questions from the public, and to begin to understand the communities' concerns with noise resulting from BUR aircraft operations. Section 5 provides the official draft Noise Exposure Maps for the existing conditions in 2025 and the five-year forecast conditions in 2030. BGPAA will hold a 30-day public comment period and a second public open house in May 2025 to answer questions related to this draft NEM documentation.

After completion of Phase 1, Phase 2 of the Study is expected to begin in June 2025, with a focus on updating the BUR NCP to address the noncompatible land uses documented in the NEM. During this phase, there will be a third public open house to answer questions related to the NCP recommendations, a fourth public open house to discuss the draft NCP document, a 30-day public comment period on the NCP document, and a public hearing for the community to comment on the NCP document. BGPAA expects to submit the updated NCP document to the FAA in 2026.

1.2.1 History of Noise Compatibility Planning at Hollywood Burbank Airport

BGPAA is committed to reducing the effects of aircraft noise and has a history of addressing noncompatible land use at BUR. The first Part 150 Study for BUR was completed in 1989, with the FAA issuing a Record of Approval (ROA) that same year for the airport-recommended NCP measures. The most recent Noise Exposure Maps were accepted by the FAA in 2016, confirming compliance with Part 150 requirements. Over the years, the FAA has accepted NEMs for BUR in 1988, 2000, and 2013, while NCP measures received FAA approval in 1989, 2000, 2004, and 2016.

Since BGPAA acquired the Airport in 1978, the noise impact area [size of the 65 Community Noise Equivalent Level (CNEL) contour] has been reduced by more the 98 percent. BUR works closely with airport partners to reduce noise in the surrounding community by encouraging the use of noise abatement procedures and other takeoff/landing methods that reduce aircraft noise over noise-sensitive areas. The success of a noise abatement strategy depends largely on the cooperation of pilots, air traffic controllers, and airport officials. BUR implemented several strategies to assist in noise abatement, including the following measures that are in place:

- Extended Taxiway D to promote nighttime general aviation departures on Runway 26.
- Established a residential sound insulation program [Residential Acoustical Treatment Program (RATP)].
- Modernized and expanded the Airport's noise monitoring system.
- Implemented a voluntary curfew for scheduled commercial operations, achieving over 99 percent compliance.

1.3 Roles and Responsibilities

Several groups are involved in the preparation of the BUR Part 150 Study and have provided important information to the Study Team that has been incorporated into this draft NEM document, including:

- BGPAA, including its staff and consultant team,
- The BUR Part 150 Technical Advisory Committee (TAC),
- The BUR Citizen's Advisory Committee (CAC),
- The FAA, and
- The public.

Membership lists are provided in Sections 6.1 and 6.2.

1.3.1 Burbank-Glendale-Pasadena Airport Authority

The Burbank-Glendale-Pasadena Airport Authority (BGPAA), also referred to as "the Authority," is the governing organization responsible for the operation and management of BUR and, as such, is the "sponsor" of the Study. BGPAA representatives have final decision-making authority regarding all aspects of the Study, including but not limited to the conduct of the Study; stakeholder engagement and outreach;

and the composition of the Technical and Citizen's Advisory Committees. The Authority is responsible for submitting the final NEM and NCP documents to the FAA and certifying that the information contained in the documents is accurate and that the NCP measures are solely the recommendations of the BGPAA.

1.3.2 Technical Advisory Committee

Part 150 studies benefit from the creation and participation of a Technical Advisory Committee (TAC). Representatives invited to serve on the TAC represent their respective groups and/or constituencies. The purpose of the TAC is to bring a broad range of stakeholder perspectives to the Study. TAC members participate in regular meetings, distribute information about the Study to their constituencies/organizations, and review technical components of the Study. The TAC's role is advisory in nature; members do not have decision-making authority over elements of the Study. That is, the TAC may offer opinions, advice, and guidance to the Study, but BGPAA as the operator of BUR, has the sole discretion to accept or reject the TAC recommendations in accordance with Part 150 regulations.

1.3.3 Citizen's Advisory Committee

A Citizen's Advisory Committee (CAC) was assembled in accordance with Authority Commission Resolution 488 (or any successor). Representatives invited to serve on the CAC represent their respective constituencies and have a goal of bringing a broad range of community perspectives to the Study. CAC members are responsible for participating in CAC meetings, distributing information about the Study to their constituencies, providing input on the Study, and reviewing and commenting on Study-related information and documentation when necessary. The CAC is subject to the requirements of the Ralph M. Brown Act (Brown Act)[3], which includes meeting in person at a location in which the public can attend and provide comments, publicizing an agenda at least 72 hours prior to the meeting, and facilitating the meeting in accordance with Robert's Rules of Order.

1.3.4 Federal Aviation Administration

In a Part 150 Study, the FAA reviews the operational forecast for consistency with their Terminal Area Forecast (TAF) and any non-standard noise modeling requests. The FAA reviews the Part 150 submission to determine whether the technical work, consultation, and documentation comply with Part 150 requirements. The FAA provides acceptance of the NEM.

The FAA evaluates recommended NCP measures individually with respect to a criteria framework and determines whether each measure merits approval, disapproval, or further review for the purposes of Part 150. In addition, the FAA reviews the details of the technical documentation for broader issues of safety and ensures consistency of recommended noise abatement measures with applicable federal law. Finally, the FAA issues the ROA for the recommended measures in the NCP.

FAA involvement includes participation by staff from at least three parts of the agency:

- The Office of Environment and Energy

[3] https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=GOV&division=2.&title=5.&part=1.&chapter=9.&article=

- The Air Traffic Organization
- The Office of Airports

The Office of Environment and Energy (AEE), located in FAA headquarters, reviews complex technical, regulatory, and legal matters of national environmental policy significance.

The Air Traffic Organization includes the air traffic controllers and support staff. BUR's Airport Traffic Control tower (ATCT) provides input on operational data, judgment regarding safety and capacity effects of alternative noise abatement measures, and shares input on implementation requirements.

Three groups in the Office of Airports are involved:

1. The Los Angeles Airports District Office (Los Angeles ADO) is the main point of contact for reviews, compliance, and direction as the Part 150 Update study progresses.
2. The Western-Pacific Region Office is responsible for determining if the documentation satisfies all Part 150 requirements and has final review of the NCP for adequacy in satisfying technical and legal requirements.
3. Headquarters ensures consistency with Part 150 regulations and reviews of national importance.

Prior to acceptance of the NEM and NCP documentation and approval of the airport-recommended NCP measures, the FAA conducts a Lines-of-Business review, which includes Air Traffic, Flight Standards, Legal, Special Programs, Planning and Requirements, Flight Procedures, and Regional Review.

1.3.5 Public

Engagement with members of the public is an essential component for Part 150 Studies undertaken by the BGPAA. The public is provided with opportunities to follow the Study's progress through a project website, electronic and physical mailings, and are encouraged to provide input throughout the Study via comment submittals on the website, and in person at key milestones. The public is encouraged to stay abreast of progress by visiting the Study website to learn about the process and how to stay engaged. The Authority promotes all public meetings in this Part 150 Study in local news advertisements, at civic centers and through the Authority's social media channels. The public is encouraged to participate in all public open house meetings. The public is also encouraged to submit questions and comments on the Study process and draft documents.

1.4 Introduction to Noise Terminology

The information presented in this draft NEM document relies upon a reader's understanding of the characteristics of noise (unwanted sound), the effects noise has on persons and communities, and the metrics or descriptors commonly used to quantify noise. The properties, measurement, and presentation of noise involve specialized terminology. This section presents an overview, and Appendix A contains more information on noise metrics.

Sound is a physical phenomenon consisting of minute vibrations (waveforms) that travel through a medium such as air or water. **Noise** is sound that is unwelcome. Noise metrics may be thought of as measures of noise 'dose'. There are two main types, describing (1) single noise events (single-event noise metrics) and

(2) total noise experienced over longer time periods (cumulative noise metrics). Single-event metrics indicate the intrusiveness, loudness, or noisiness of individual aircraft events. Cumulative metrics consider the frequency of noise events as well as the time of day in which they occur. Unless otherwise noted, all noise metrics presented in Part 150 documentation are reported in terms of the A-weighted decibel or dB.

Noise sensitivity is greater at night because background (ambient) sound levels tend to be lower at night and people tend to be sleeping. CNEL represents noise as it occurs over a 24-hour period, treating noise events occurring in the evening (7 p.m. to 10 a.m.) with a 5 dB penalty and events occurring at night (10 p.m. to 7 a.m.) with a 10 dB weighting. This 10 weighting is applied to account for greater sensitivity to evening and nighttime noise and the fact that events are often perceived to be more intrusive than daytime (see Figure 1-2). An alternative way of describing this adjustment is that each event occurring during the evening period is calculated as if it were equivalent to five daytime events, and during the nighttime period equivalent to 10 daytime events. For purposes of Part 150, CNEL is normally calculated through use of aircraft operations data averaged over a longer period, such as a year, to smooth out fluctuations occurring in day-to-day operations. The CNEL depicted by NEM is often referred to as the annual average daily CNEL.

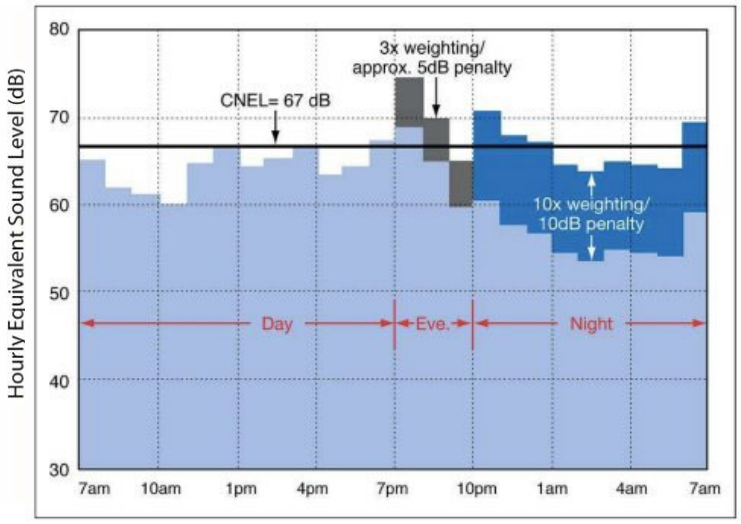

Figure 1-2. Example of a Community Noise Equivalent Level (CNEL) Calculation

Source: HMMH 2025

1.5 Navigating This Document

This draft document and the Part 150 Study it represents were undertaken in accordance with the requirements of Title 14 of the Code of Federal Regulations, Part 150. The FAA-maintained NEM checklist provided on page xiii enumerates specific FAA requirements and identifies the associated location of the supporting text in this document and its appendices.

This document is organized as follows:

- The Airport Sponsor's certification and the FAA NEM checklist are provided in the front of the document, immediately following the Executive Summary.
- **Chapter 1** introduces Part 150, includes the history of noise compatibility planning at BUR, and describes the roles and responsibilities of groups involved in the Study.
- **Chapter 2** reviews the existing conditions at BUR, including airport facilities and land use in the BUR Part 150 Study area.
- **Chapter 3** describes the existing BUR NCP and reports the implementation status for each measure.
- **Chapter 4** describes the development of the aircraft noise exposure contours, including the noise modeling methodology and inputs.
- **Chapter 5** presents the official 2025 and 2030 Noise Exposure Maps and resulting land use compatibility.
- **Chapter 6** reports stakeholder engagement efforts undertaken during Part 150 process to date.
- Appendices provide supporting documentation as follows:
    - Appendix A: Noise Terminology
    - Appendix B: Existing Noise Compatibility Program
    - Appendix C: Noise Modeling
    - Appendix D: Stakeholder Consultation
    - Appendix E: Public Comments

2. Inventory of Existing Conditions

The purpose of the chapter is to establish a baseline about existing airport facilities and types of operations. The inventory includes data concerning airport facilities and land uses located in the airport environs to give context for the Part 150 Study.

2.1 Airport Location and Background

Hollywood Burbank Airport (BUR) is located in Burbank, California, approximately 12 miles north of downtown Los Angeles in Los Angeles County. BGPAA owns the Airport and contracts with TBI Airport Management, Inc., who operates the Airport and maintains its own police and fire departments. BUR serves Burbank, Hollywood, and the northern Greater Los Angeles area, including Glendale, Pasadena, the San Fernando Valley, and the Santa Clarita Valley.

The Airport opened in 1930 under the name United Airport. In 1934, the Airport was renamed Union Air Terminal before becoming Lockheed Air Terminal in 1940 when Lockheed Corporation bought the facility. In 1967, Lockheed Corporation renamed the Airport to Hollywood-Burbank Airport and then sold the facility to BGPAA who changed the Airport's name three more times: Burbank-Glendale-Pasadena Airport (1978), Bob Hope Airport (2003), and Hollywood Burbank Airport (2017). Starting with 234 acres, the Airport was entirely within the Burbank city limits with two 3,600-foot runways; however, the runways have since been extended on the Airport's 555 acres, with the north end of Runway 15/33 extending into the City of Los Angeles (now 6,886 feet) and the east-west runway (Runway 8/26) extending 5,802 feet.

2.2 Airport Role

BUR is a medium-sized multi-use airport and serves as a reliever airport primarily for traffic and passengers in Burbank, Hollywood, and the northern Greater Los Angeles area. Airport operations include commercial, general aviation, cargo, air carrier, air taxi, and military, and the facility houses two fixed-based operators (Million Air and Atlantic) and two cargo carriers (FedEx and UPS).

Burbank Airport (BUR) is a vital aviation hub in Southern California, serving both commercial and general aviation needs. The airport handles over 140,000 total aircraft operations annually. Passenger traffic at BUR reaches 6 million annually, reinforcing its role as a key regional airport. Burbank Airport remains a critical gateway for travelers and businesses, balancing commercial air travel, private aviation, and cargo services.

2.3 Airport Facilities

Airside facilities at BUR include two intersecting runways, a taxiway system, and ramp areas that support commercial, general aviation, air taxi, and military aircraft. Landside facilities include an FAA ATCT, two fixed-base operators (FBOs), and two terminals joined in one terminal building. Police helicopters are based on the northeast end of the Airport and the Aircraft Rescue and Firefighting station is located in the

northwest quadrant of the Airport. BUR has a road network around the airfield with surface parking lots, and bus stop areas. Metrolink provides commuter train access to BUR at the Burbank Airport-North station, located on San Fernando Road and accessed by an airport-provided shuttle, as well as the Burbank Airport-South station located south of the Airport. The train station is connected to the terminal building via a covered walkway. The South station also provides Amtrak train access.

BUR has two terminals, A and B. In January 2024, the BGPAA held a groundbreaking ceremony on a new, modern, and more convenient passenger terminal at BUR. The new terminal will be located on the northeast corner of the airport property. This replacement terminal will meet newer seismic standards and provide a better customer service experience. The terminal is expected to be completed in October 2026.

2.4 Contribution to Local Economy

BUR significantly boosts the local economy by serving as a major employment hub, facilitating tourism to Los Angeles' key attractions, and supporting business travel, particularly for the entertainment industry. Additionally, it is vital for transport and logistics, handling both passenger and cargo traffic, which supports trade and associated industries. The airport also drives local investment and development, with ongoing projects aimed at enhancing facilities and services, thereby spurring business opportunities and increasing property values in the surrounding areas. Overall, BUR acts as a critical economic engine in the region.

2.5 Land Use

Part 150 requires the review of land uses located in the airport environs to understand the relationship between those land uses and the noise exposure associated aircraft operations. This includes delineation of land uses within the 65 CNEL and higher aircraft noise exposure contours and identification of noise-sensitive uses. Identification of a noise-sensitive use within the 65 CNEL contour does not necessarily mean that the use is either considered noncompatible or that it is eligible for mitigation. Rather, identification merely indicates that the use may be considered noncompatible and requires further investigation.

The following subsections provide an overview of the municipal jurisdictions with authority to regulate land use in the vicinity of BUR, a description of recommended land uses that are deemed generally compatible under Appendix A of Part 150, the land use data collection and verification process, and an overview of existing land uses classifications in the vicinity of the Airport.

2.5.1 Land Use Compatibility Guidelines

The objective of airport noise compatibility planning is to promote compatible land use in communities surrounding airports. Part 150 requires the review of existing land uses surrounding an airport to determine land use compatibility associated with aircraft activity at the Airport.

The FAA has published land use compatibility designations, as set forth in Part 150, Appendix A, Table 1 (reproduced here as Table 2-1). As Table 2-1 indicates, the FAA generally considers all land uses to be compatible with aircraft-related noise exposure in terms of day-night average sound level (DNL) below 65 dB, including residential parcels, hotels, retirement homes, intermediate care facilities, hospitals, nursing

homes, schools, preschools, and libraries. These categories will be referenced throughout the Part 150 process. While DNL is the primary metric FAA uses to determine noise impacts, and is shown in Table 2-1, the FAA accepts the CNEL in California as California adopted the use of CNEL prior to FAA adopting DNL.

Table 2-1. Part 150 Airport Noise / Land Use Compatibility Guidelines

Source: Part 150, Appendix A, Table 1, 2007

Land Use	Yearly Day-Night Average Sound Level [DNL] in Decibels[4]					
	<65	65-70	70-75	75-80	80-85	>85
Residential Use						
Residential other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home park	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail--building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade—general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

*The key and notes for Table 2-1 are on the following page.

[4] While DNL is the primary metric FAA uses to determine noise impacts, FAA accepts the Community Noise Equivalent Level (CNEL) in California as California adopted the use of CNEL prior to FAA adopting DNL. While CNEL, like DNL, adds a ten times weighting (equivalent to a 10 dBA "penalty") to each aircraft operation between 10:00 p.m. and 7:00 a.m., CNEL also adds a three times weighting (equivalent to a 4.77 dBA penalty) for each aircraft operation during evening hours (7:00 p.m. to 10:00 p.m.). *Source: FAA, https://www.faa.gov/regulations_policies/policy_guidance/noise/community, Accessed 3/1/2024.*

Key to Table 2-1

SLUCM: Standard Land Use Coding Manual
Y(Yes): Land use and related structures compatible without restrictions.
N(No): Land use and related structures are not compatible and should be prohibited.
NLR: Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, or 35: Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 A-weighted decibels (dB) must be incorporated into design and construction of structure.

Notes for Table 2-1

The designations contained in this table do not constitute a federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often started as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year-round. However, the use of NLR criteria will not eliminate outdoor noise problems.
2) Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
4) Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
5) Land use compatible provided special sound reinforcement systems are installed.
6) Residential buildings require an NLR of 25.
7) Residential buildings require an NLR of 30.
8) Residential buildings not permitted.

2.5.2 Local Land Use

BUR is located 3 miles northwest of downtown Burbank in Los Angeles County, California. The land use surrounding BUR in Burbank, California, is characterized by a mix of residential, commercial, and industrial areas. Local municipalities have primary authority over land use decisions in the vicinity of the Airport. Residential neighborhoods are found mainly to the south and east of the airport. Commercial zones, including retail spaces, hotels, and office buildings, are predominantly located to the north and west of the airport. The vicinity of BUR also includes several light industrial and logistics facilities, particularly along the I-5 corridor to the west of the airport. There are also recreational areas and green spaces interspersed within these urban settings.

The City of Burbank follows the BGPAA airport noise compatibility zoning requirements. There are a number of land uses within Burbank that are located within the existing and future NEM contours, including residential communities, commercial, mixed use, public use, and recreational/open space.

2.5.3 Land Use Data Collection and Verification

The Study Area for this Draft NEM update is 30,000 feet from the end of each runway (approximately 5 nautical miles) as required by 14 CFR § A150.103(b)(1). Detailed land use information was collected from municipalities throughout the study area. Land use data collection and verification focused on the area expected to be within the 65 CNEL contour. This data collection area is based on prior experience collecting land use survey data and was based on the potential extent of the contours for this Part 150 Study Update. The jurisdictions determined to potentially have land uses within the 65 CNEL or higher aircraft noise exposure areas were consulted to obtain and document existing land uses, and to discuss local land use controls and/or policies. The collected land use and zoning information were summarized according to Part 150 land use categories and parcels were verified with number of noncompatible land uses based on type (residential, school, etc.). The Study Team conducted a field visit to perform a “windshield survey” to verify land uses within the study area. Figure 2-1 presents the existing land use.

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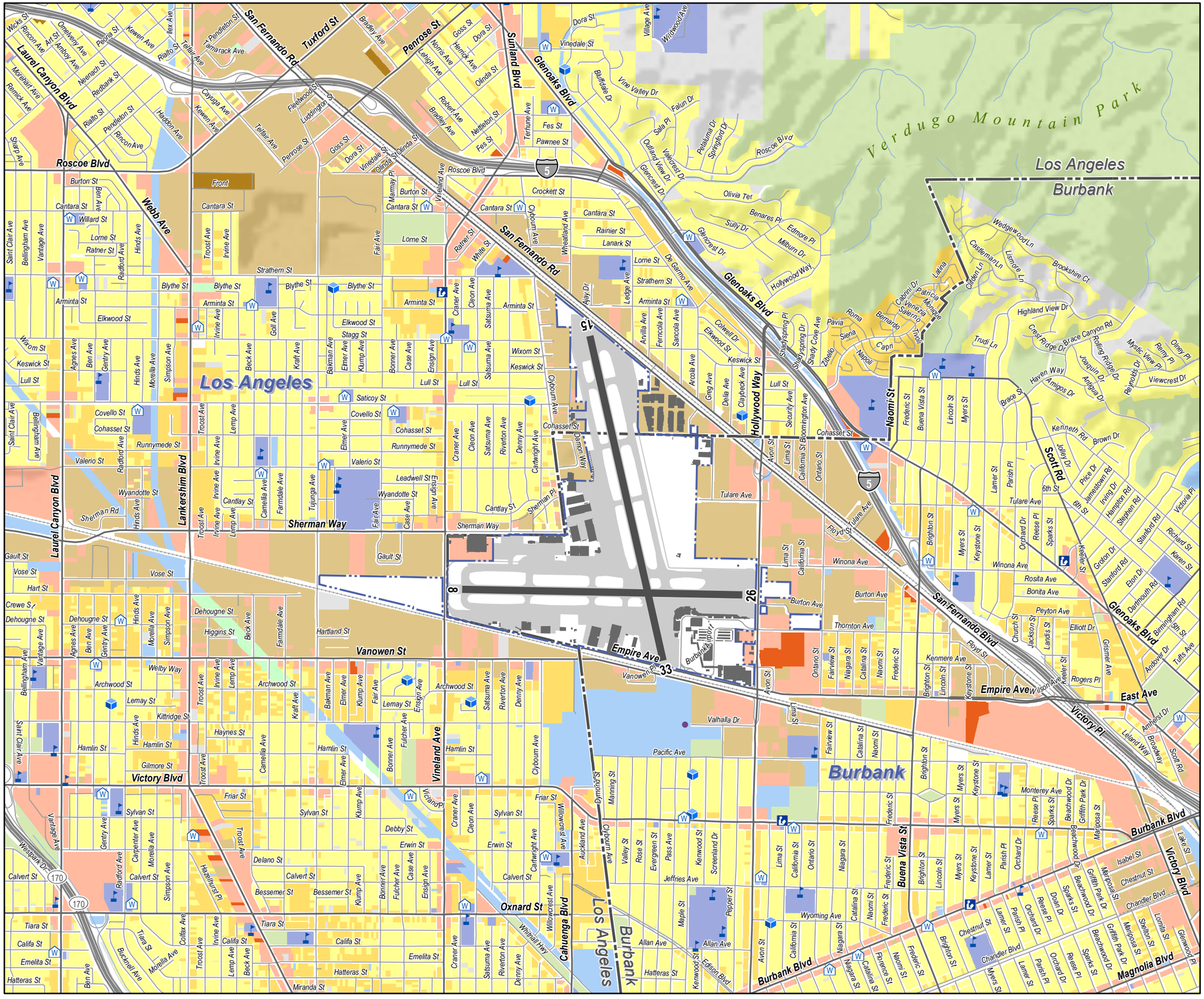
Hollywood Burbank Airport

Part 150 STUDY

Figure 2-1:
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

DRAFT - Subject to Change

Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

0 2,000 4,000 Feet

hmmh

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3. Existing Noise Compatibility Program

The purpose of this chapter is to provide background and a review of the existing Noise Compatibility Program (NCP) for BUR. Phase two of this Part 150 study will consider modifications and updates to the NCP for BUR.

The first NCP for BUR was approved in 1989. The next Part 150 Study undertaken by the BGPAA was completed for BUR in 2000, which included some measures that are still in place today. For the 2000 Part 150 Study, in November 2000, the FAA ROA approved 20 of the 28 measures recommended by the Airport, approved four measures as voluntary, approved one measure in part, took no action on one measure, and disapproved two measures. In August 2004, an NCP Update for BUR introduced Land Use Measure 7. Subsequently, the 2016 NCP Update included 18 Airport-recommended measures. Of these, the FAA approved 11 measures, approved four as voluntary, approved two in part, and took no action on one measure. A copy of the FAA ROA for the 2016 NCP Update is provided in Appendix B.

The approved BUR NCP measures focus on the following three strategies to reduce or prevent noncompatible land use:

1. Noise abatement (NA)
2. Land use (LU), including noise mitigation (NM) and land use planning
3. Program management (PM)

As part of this Part 150 Study, in this Draft NEM report, the Airport-recommended noise abatement measures outlined in the FAA's 2016 ROA were reviewed to assess their implementation status. Flight track and aircraft identification data for calendar year 2023 were developed with data from the FAA's System Wide Information Management (SWIM) data feed as captured on the BUR noise and operations management system (NOMS). This operational data served as the primary basis for evaluating the extent to which the noise abatement measures approved in the 2016 BUR NCP have been implemented and an analysis of the implementation of the intent of each measure.

Table 3-1 provides a detailed list of the NCP measures approved by the FAA and summarizes the implementation status of each measure as outlined in the 2016 NCP. To date, BGPAA has implemented 19 of the 21 NCP measures. The numbering and naming convention used to describe measures in an approved NCP will change from update to update as measures are removed, modified, or added. The naming conventions used in this Draft NEM update are reflective of the current approved NCP for BUR. Phase 2 of this Part 150 study will involve modifying, adding, or removing measures to create an updated NCP.

Table 3-1. Noise Compatibility Program Status

Source: FAA 2016 ROA, HMMH 2025

Measure Number	Measure Description	Implementation Status
Noise Abatement Measures		
NA-1	Continue Requiring All Transport Category and Turbojet Aircraft to Comply With Federal Aircraft Noise Regulations.	Implemented
NA-2	Continue Requiring Compliance with The Airport's Engine Test Run-Up Policy.	Implemented
NA-3	Continue Promoting Use of AC 91-53A, Noise Abatement Departure Procedures by Air Carrier Jets.	Implemented
NA-4	Continue Promoting Use of NBAA Noise Abatement Procedures, Or Equivalent Manufacturer Procedures, By General Aviation Jet Aircraft.	Not implemented
NA-5	Continue Working with The FAA Airport Traffic Control Tower to Maintain the Typical Traffic Pattern Altitude Of 1,800 Feet MSL.	Implemented
NA-6	Continue The Placement of New Buildings on The Airport North of Runway 8-26 To Shield Nearby Neighborhood from Noise On Runway.	Implemented
NA-7	Designate Runway 26 As Nighttime Preferential Departure Runway.	Implemented
NA-8	Establish Noise Abatement Departure Turn for Jet Takeoffs on Runway 26.	Implemented
NA-9	Build Engine Maintenance Run-Up Enclosure.	Not implemented
Noise Mitigation Measures		
NM-1	Continue Existing Acoustical Treatment Program for Single Family Homes.	Implemented
NM-2	Revise Residential Acoustical Treatment Program to Include Single Family Homes Within 65 CNEL Contour Based on 2017 NEM.	Implemented
NM-3	Establish Acoustical Treatment Program for Multi-Family Dwelling Units Within the 2017 Acoustical Treatment Eligibility Area.	Implemented
NM-4	For Otherwise Qualified Property Owners Who Have Been Unable to Participate in the Residential Acoustical Treatment Program (RATP) Due to Building Code Deficiencies, Offer to Purchase a Noise Easement as an Option for Owners of Single Family and Multi-Family Properties in the 2017 Acoustical Treatment Eligibility Area That Have Not Been Treated.	Implemented
Land Use Measures		
LU-1	Provision For Retention or An Easement Preventing Noise Sensitive Land Uses of Property Located in The Northeast Quadrant of The Airport Within the 2017 65 CNEL Noise Exposure Contour.	Implemented
Program Management Measures		
PM-1	Continue Noise Abatement Information Program.	Implemented
PM-2	Monitor Implementation of Updated Noise Compatibility Program.	Implemented
PM-3	Update Noise Exposure Maps and Noise Compatibility Program.	Implemented
PM-4	Maintain Log of Nighttime Runway Use and Operations By Aircraft Type.	Implemented

3.1 Noise Abatement Measures

Noise abatement measures are designed to control noise at its source. These measures include airport layout modifications, noise barriers, flight path adjustments, preferential runway use, and revised arrival and departure procedures. The goal of noise abatement measures in an NCP is to reduce the number of people and noise-sensitive properties exposed to aircraft noise levels of 65 CNEL or greater.

3.1.1 NA-1: Continue Requiring All Transport Category and Turbojet Aircraft to Comply with Federal Aircraft Noise Regulations.

Description: *This measure recommends the continuation of an existing noise abatement rule. The rule states: "All subsonic transport category airplanes and all subsonic turbojet powered airplanes regardless of category operating at the Burbank airport shall be in compliance with all Federal Air Regulations respecting noise, as the same may be amended from time to time. The applicable Federal aircraft noise rules are in Title 14 of the Code of Federal Regulations (14 CFR) Parts 36 and 91.*

FAA Action: Approved.

Implementation Status: Implemented.

This measure was previously approved by the FAA as an element of the 1989 NCP. This measure was also previously approved by the FAA as an element of the 2000 and 2016 NCP.

Analysis: Burbank Airport supports adherence to this noise abatement rule by requiring all subsonic transport category airplanes and subsonic turbojet-powered airplanes operating at the airport to comply with standards, as outlined in 14 CFR Parts 36 and 91. The airport monitors operations with NOMS to ensure adherence to federal regulations. Analysis of 2023 operations confirm the vast majority of aircraft operating at Burbank meet at least Stage 3 noise standards.

3.1.2 NA-2: Continue Requiring Compliance with the Airport's Engine Test Runup Policy.

Description: *This measure recommends the continuation of an existing noise abatement rule. The rule states: "Each aircraft operator and maintenance and repair facility shall adhere to the Authority Engine Test Run Up Policy as contained in the Airport Operations Manual, as the same may be amended from time to time." Among these policies are a prohibition on maintenance engine run-ups between 10:00 p.m. and 7:00 a.m., unless delay of the run-up would cause an aircraft to arrive or depart after 10:00 p.m. in the succeeding 24-hour period. In addition, specific run-up locations are designated at the run-up pad on the north edge of Taxiway D and in front of the Ameriflight hangar.*

FAA Action: Approved.

Implementation Status: Implemented.

The element of this measure related to the prohibition on maintenance engine run-ups between 10:00 p.m. and 7:00 a.m. was previously disapproved by the FAA pending the submittal of additional information. The element of this measure related to the designation of specific run-up locations was previously approved by the FAA. This measure was previously approved by the FAA as an element of the 1989 NC, 2000 NCP, and 2016 NCP.

Analysis: The Airport meets this measure by enforcing the Engine Test Runup Policy outlined in the Airport Operations Manual, including prohibitions on maintenance engine runups between 10:00 p.m. and 7:00 a.m., and requiring runups to occur at designated locations on Taxiway D and in front of the Ameriflight hangar. These policies are actively monitored and implemented in alignment with FAA-approved guidelines. An inspection of run-up logs from 2021 to 2024 indicates that only two out of 110 recorded events took place during nighttime hours.

3.1.3 NA-3: Continue Promoting Use of AC 91-53A, Noise Abatement Departure Procedures by Air Carrier Jets

Description: *This measure recommends that the Airport Authority continue promoting the use of noise abatement departure procedures in Advisory Circular 91-53A by airlines operating jet aircraft over 75,000 pounds, certificated gross takeoff weight.*

FAA Action: Approved as voluntary only.

Implementation Status: Implemented.

This measure was previously approved by the FAA as a voluntary measure only, as an element of the 1989, 2000, and 2016 NCP.

Analysis: The Airport supports this measure by encouraging the use of either Noise Abatement Departure Procedures (NADP) outlined in AC 91-53A are in use by air carriers operating jet aircraft over 75,000 pounds through publication of Noise Rules[5][6]. The Airport does not have a preference on which NADP operators use but encourages them to do so when operationally feasible.

3.1.4 NA-4: Continue Promoting Use of NBAA Noise Abatement Procedures, or Equivalent Manufacturer Procedures, by General Aviation Jet Aircraft

Description: *This measure recommends that the Airport Authority continue to actively encourage jet operators to use the National Business Aviation Association (NBAA) Approach and Landing Procedure and Standard Noise Abatement Departure Procedures, or equivalent quiet flying procedures developed by aircraft manufacturer.*

FAA Action: Approved as voluntary only.

Implementation Status: Not implemented.

This measure was previously approved by the FAA as an element of the 1989, 2000 and 2016 NCP.

Analysis: The use of NBAA Noise Abatement Procedures[7] is at the discretion of the pilot in command of an aircraft. NBAA regularly reminds flight crews to fly noise abatement procedures at airports such as BUR that have these voluntary measures in place.

[5] https://www.hollywoodburbankairport.com/noise/noise-rules-summary/
[6] https://www.hollywoodburbankairport.com/wp-content/uploads/2022/05/Noise-Rules-4.1.22.pdf
[7] https://nbaa.org/aircraft-operations/environmental-sustainability/noise-abatement-program/

3.1.5 NA-5: Continue Working with the FAA Airport Traffic Control Tower to Maintain the Typical Traffic Pattern Altitude of 1,800 feet MSL

Description: *This measure recommends that the Airport Authority continue to work with the FAA Airport Traffic Control Tower to maintain the typical traffic pattern altitude of 1,800 feet above mean sea level (MSL). This altitude corresponds to a typical traffic pattern altitude of 1,000 feet above ground level.*

FAA Action: Approved as voluntary only. Specific language for inclusion or amendment to existing FAA tower procedures is subject to separate FAA review and approval.

Implementation Status: Implemented.

A similar measure was previously approved by the FAA as an element of the 1989 NCP. This measure was previously approved by the FAA as a voluntary measure only, as an element of the 1989, 2000, and 2016 NCP.

Analysis: The Airport meets this measure by collaborating with the FAA Airport Traffic Control Tower to maintain the standard traffic pattern altitude. This partnership ensures alignment with the approved voluntary guidelines and contributes to minimizing noise impacts. The analysis of 2023 operations indicates that the average pattern altitude was 1,010 feet above ground level.

3.1.6 NA-6: Continue the Placement of New Buildings on the Airport North of Runway 8-26 to Shield Nearby Neighborhood From Noise on Runway

Description: *This measure recommends new hangars and other aviation related buildings constructed in the area north of Runway 8-26 and west of Runway 15-33 be positioned to attenuate some of the noise of aircraft on the ground, shielding nearby residential neighborhoods.*

FAA Action: Approved.

Implementation Status: Implemented.

This measure was previously approved by the FAA as an element of the 2000 and 2016 NCP.

Analysis: The Airport meets this measure by strategically positioning existing hangars and aviation-related buildings, including facilities for the two FBOs, north of Runway 8-26 to act as noise barriers and shield nearby residential neighborhoods. While there are currently no identified developments in this area aside from the new terminal project, the Airport remains committed to implementing this measure as future development opportunities arise.

3.1.7 NA-7: Designate Runway 26 as Nighttime Preferential Departure Runway

Description: *This measure recommends that Runway 26 be designated the preferential departure runway, weather and traffic permitting, after 10:00 p.m. and before 7:00 a.m. The primary effect of this policy would be to reduce noise exposure over the areas south of the airport exposed to noise from takeoffs on Runway 15. While aircraft noise would increase over areas west of the airport, most of the increase at levels above 65 CNEL would be confined to the commercial/industrial corridor along Sherman Way and the Southern Pacific Railroad tracks. This measure is proposed as an official, informal runway use program.*

FAA Action: Approved as voluntary only.

Implementation Status: Implemented.

This measure was previously approved by the FAA as a voluntary measure only, as an element of the 2000 and 2016 NCP.

Analysis: The Airport meets this measure by designating Runway 26 as the preferential nighttime departure runway between 10:00 p.m. and 7:00 a.m., weather and traffic permitting. However, this designation does not appear to be utilized frequently. NOMS reports suggest that the use of Runway 26 for nighttime departures has decreased in recent years, particularly among smaller aircraft for which runway length is not a limiting factor. It is unclear whether this reduction is due to weather, pilot preferences or a lower prioritization by the tower, but historical data indicates greater adherence to this measure in prior years. The Airport will review potential actions to better encourage the use of this voluntary measure.

3.1.8 NA-8: Establish Noise Abatement Departure Turn for Jet Takeoffs on Runway 26

Description: *This measure recommends a right turn to a heading of 275 degrees, beginning approximately 1,000 feet off the west end of Runway 26. Aircraft would continue to climb on this heading for at least three miles before turning to assigned headings. The intent is to confine departures to the Southern Pacific Railroad corridor extending west-northwest from the runway. By confining departing aircraft to this corridor, overflights of nearby residential neighborhoods can be reduced. It is recommended that this turn apply only to jet aircraft. This measure is recommended for implementation simultaneously with the nighttime preferential runway use program recommended in Measure 7 above.*

FAA Action: No action required at this time. This measure relates to flight procedures under Section 104(b). Additional review by FAA is necessary to evaluate the operational safety, feasibility, and environmental effect of this proposal.

Implementation Status: Not Implemented.

This measure was previously identified by the FAA as no action required at this time, as an element of the 2000 and 2016 NCP.

Analysis: This noise abatement departure procedure recommends a turn to a heading of 275 degrees for jet aircraft departing Runway 26. There is no published departure procedure for Runway 26 with a turn to a heading of 275 degrees, and, the most used departure procedures, OROSZ and SLAPP, typically involve a turn to a heading of 290 degrees when Runway 26 is in use. There has been no revision to these departure procedures since 2012, and the current practices align with established FAA-approved procedures. Additionally, Runway 26 Jet Departures account for less than 2% of departures at BUR.

3.1.9 NA-9: Build Engine Maintenance Run-Up Enclosure

Description: *This measure recommends the construction of an engine run-up enclosure to attenuate noise from maintenance run-ups. This measure further recommends the Airport Authority establish policies governing the use of the runup enclosure. Such policies may include the requirement that all maintenance*

run-ups done at more than idle power be required to use the facility. With the required use of the run-up enclosure, consideration may also be given to the removal of existing nighttime maintenance run-up restrictions (Measure 2) if it can be demonstrated that no adverse noise impacts will be caused in residential areas as a result of such action.

FAA Action: Approved.

Implementation Status: Not implemented.

This measure was previously approved by the FAA as an element of the 2000 and 2016 NCP.

Analysis: The Airport does not have an engine maintenance run-up enclosure. The Airport recognizes the potential benefits of such a facility in attenuating noise from maintenance run-ups and may consider its construction in the future as part of ongoing noise abatement efforts.

3.2 Noise Mitigation Measures

The Airport implements noise mitigation measures to reduce aircraft noise impacts on surrounding communities. These efforts include acoustical treatment programs for single- and multi-family homes, and noise easements. The following sections outline each measure's approval status, implementation, and compliance with FAA regulations.

3.2.1 NM-1: Continue Existing Acoustical Treatment Program for Single Family Homes

Description: *This measure recommends the Airport Authority continue the acoustical treatment program for all single-family homes within the 65 CNEL noise contour based on projected noise for the year 2000 developed in the 1989 Noise Compatibility Study.*

FAA Action: Approved in part, disapproved in part.

The portion of this measure that is approved is the Airport Authority may continue its acoustical treatment of single family homes that are located within the 65 CNEL noise contour for the forecasted year 2017 accepted by the FAA on October 10, 2013.

The portion that is disapproved is acoustical treatment of homes that previously were within the 65 CNEL contour for the forecast year 2000 NEM submitted in 1988, but that are now outside of the 65 CNEL contours for the NEMs submitted with the 2016 NCP. Those homes are now outside of the 65 CNEL contour and thus are considered compatible with airport operations pursuant to 14 CFR Part 150. Thus, acoustical treatment of homes outside the 65 CNEL is inconsistent with FAA's Airport Revenue Use Policy.

Implementation Status: Implemented.

This measure was previously approved by the FAA as an element of the 1989, 2000, and 2016 NCP.

Analysis: The Airport meets this measure by acoustically treating 2,245 residential units within the 65 CNEL noise contour, with the last module of the program completed in 2014. Schools within the noise-impacted area have also been treated as part of this program. Additional opportunities for eligible properties that were previously unable to participate may be considered during the NCP Phase of this Part 150 Study.

3.2.2 NM-2: Revise Residential Acoustical Treatment Program to Include Single Family Homes Within 65 CNEL Contour Based on 2017 NEM.

Description: *This measure recommends that the eligibility area for the residential acoustical treatment program be expanded to include homes within the 65 CNEL noise contour based on the 2017 NEM which are not eligible under the existing acoustical treatment program.*

FAA Action: Approved.

This measure is similar to Noise Mitigation Measure No.1. The Airport Authority may continue its acoustical treatment of single-family homes that are located within the 65 CNEL noise contour for the forecasted year 2017 accepted by the FAA on October 10, 2013.

Implementation Status: Implemented.

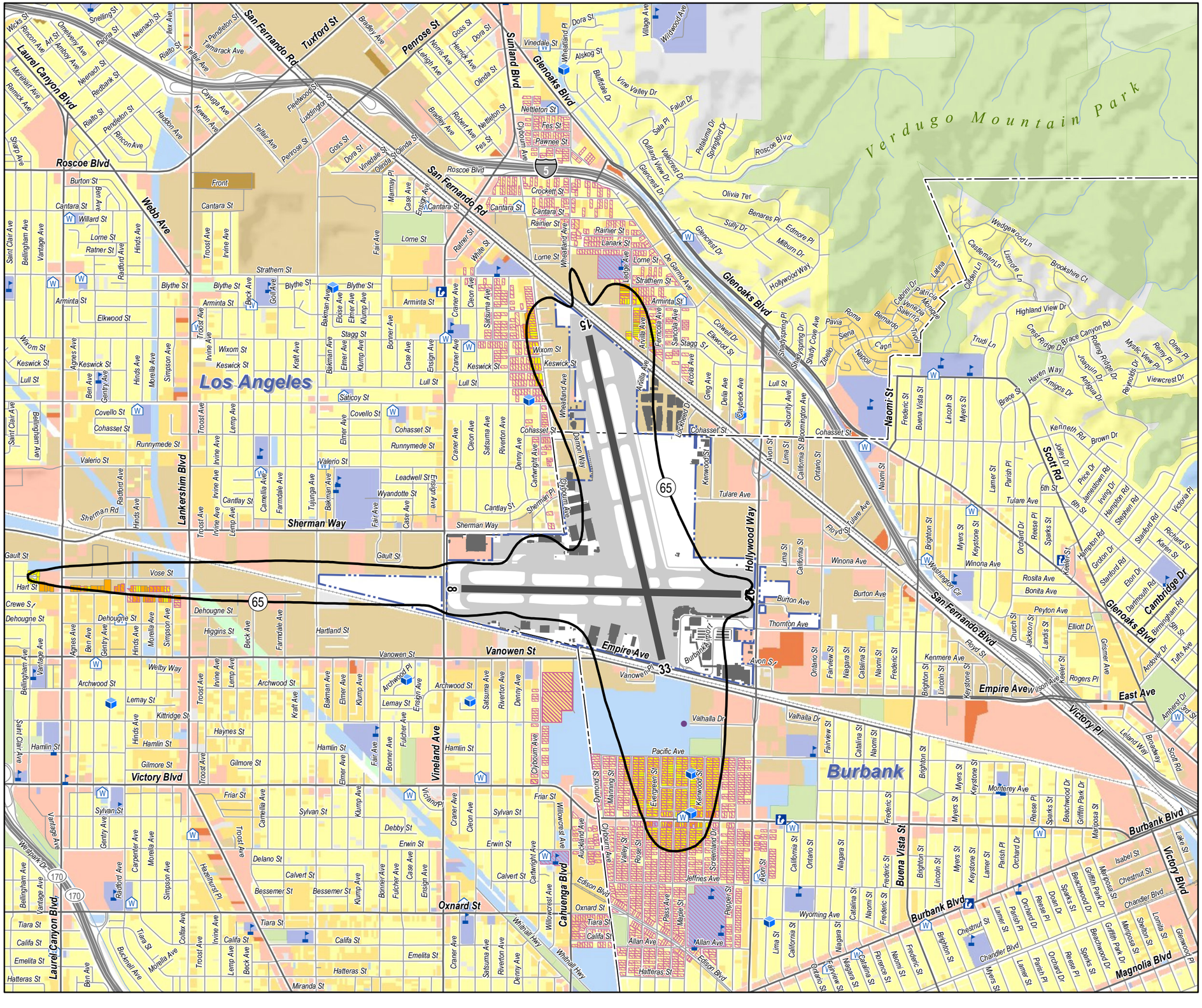
This measure was previously approved by the FAA as an element of the 2000, and 2016 NCP and has been updated to reflect 2017 NEM.

Analysis: The Airport met this measure by expanding the eligibility area for the acoustical treatment program to include single-family homes within the 65 CNEL contour identified in the 2017 NEM as shown in Figure 3-1. Treatments were provided to eligible homes in accordance with FAA approval. The continuation of this measure may be considered during the NCP Phase of this Part 150 Study.

Hollywood Burbank Airport

Part 150 STUDY

Figure 3-1:
Residential Sound Insulation Program within the 2017 NEM Noise Contour



2017 NEM Noise Contour (65 dB CNEL)

Airport Boundary
Runway / Taxiway
Major / Minor Road
Municipal Boundary
Building
Railroad

Residential Sound Insulation Program (RSIP)
- Complete, Single Family Residential (1,783)
- Complete, Multi-Family Residential (662)
- Complete, School (5)

- 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

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Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

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3.2.3 NM-3: Establish Acoustical Treatment Program for Multi-Family Dwelling Units Within the 2017 Acoustical Treatment Eligibility Area.

Description: *Through the Residential Acoustical Treatment Program (RATP), which was initiated in 1997, the Authority has provided sound insulation for over 2,000 dwelling units. As part of an earlier phase of the RATP, 363 multi-family residential dwelling units were insulated. However, through coordination with FAA, it was determined that sound insulation for multi-family dwellings, although allowable by Part 150 regulations, were not eligible for Federal funding since the Authority's 2000 NCP did not specify multi-family dwellings within its Noise Mitigation measure or NCP. Since the inception of the RATP, it has been the Authority's intent to pursue sound insulation for multi-family parcels where practical.*

FAA Action: Approved.

The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval for Federal funding based on the 2017 NEM.

Implementation Status: Implemented

Analysis: The Airport met this measure by implementing sound insulation for multi-family dwellings within the 65 CNEL contour based on the 2017 NEM as shown in Figure 3-1. Specific structures and scope of work were identified in coordination with the FAA for funding eligibility. The last units were treated in 2014. Treatments were provided to eligible homes in accordance with FAA approval. The continuation of this measure may be considered during the NCP Phase of this Part 150 Study.

3.2.4 NM-4: For Otherwise Qualified Property Owners Who Have Been Unable to Participate in the Residential Acoustical Treatment Program (RATP) Due to Building Code Deficiencies, Offer to Purchase a Noise Easement as an Option for Owners of Single Family and Multi-Family Properties in the 2017 Acoustical Treatment Eligibility Area That Have Not Been Treated

Description: *Noise easements for the purpose of the NCP would be offered only after the following conditions are met: 1) the property owner enrolls in and is within the RATP boundary, 2) the property has an existing interior noise level of 45 CNEL or greater as measured with the windows closed, and 3) the property has code violation issues that the homeowner is unwilling/unable to remedy and is therefore unable to fully participate in the sound insulation program. (NCP Pages 17, 18, Table 7E).*

FAA Action: Approved in part, disapproved in part.

The portion of this measure that is approved is the Airport Authority may offer avigation easements to property owners within the 2017 65 CNEL noise contour accepted by the FAA on October 10, 2013. The portions that are disapproved are the additional local requirements proposed for easement eligibility.

Implementation Status: Implemented.

Analysis: The Airport met this measure in part by offering avigation easements to eligible property owners within the 2017 65 CNEL contour. However, properties outside this contour are not included, consistent with FAA's disapproval of such actions. The continuation of this measure may be considered during the NCP Phase of this Part 150 Study.

3.3 Land Use Measures

Land use measures address aircraft noise in areas of high noise exposure that cannot be eliminated through the implementation of noise abatement measures. Corrective land use measures, which are typically implemented by an airport operator, include land acquisition and sound insulation treatments of structures. In contrast, preventive measures prohibit the introduction of new noncompatible land uses and/or notifying potential buyers of properties affected by aircraft noise; such measures are typically implemented by the local planning and zoning jurisdictions. Neither the FAA nor BGPAA has regulatory authority to control land uses around airports. BGPAA recognizes that state and local governments are responsible for land use planning, zoning, and regulation.

3.3.1 LU-1: Provision For Retention or An Easement Preventing Noise Sensitive Land Uses of Property Located in The Northeast Quadrant Of The Airport Within the 2017 65 CNEL Noise Exposure Contour

Description: *The primary reason for retaining property impacted by high noise levels is to remove or prevent the development of noise-sensitive land uses on the subject property. The Burbank-Glendale-Pasadena Airport Authority does not have land use planning authority off airport property. Therefore, a potential exists for noise sensitive development to occur on the subject property under the current zoning by the City of Burbank. This measure would ensure future land use compatibility within the 65 CNEL noise contour for Bob Hope Airport.*

FAA Action: Approved.

Implementation Status: Implemented.

This measure was previously approved by the FAA as an element of the 2004 amendment to the NCP and has been updated to include an easement and reflect the 2017 NEM.

Analysis: The Airport meets this measure by ensuring land use compatibility in the northeast quadrant has been achieved, ensuring no noise-sensitive land uses. At the time, concerns about land use and terminal construction were unresolved, but these have since been addressed. Currently, no parcels in the northeast quadrant fall within the 65 CNEL contours, settling major redevelopment concerns in this area.

3.4 Program Management Measures

Program management measures enable BGPAA to monitor the implementation and compliance of the recommended noise abatement and land use management measures, as well as enhance stakeholders' understanding of aircraft noise. Program management measures are critical to the success of the NCP implementation.

3.4.1 PM-1: Continue Noise Abatement Information Program

Description: *This measure recommends the Airport Authority continue use of the noise monitoring and flight track system to provide general information to the public and airport users upon request. This measure also recommends that the Airport Authority maintain the noise complaint phone number to log aircraft noise complaints and better respond to area residents.*

FAA Action: Approved. For reasons of aviation safety, this approval does not extend to use of the noise monitoring equipment for enforcement purposes by in situ measurement of any pre-determined noise thresholds.

Implementation Status: Implemented.

This measure was previously approved by the FAA as an element of the 2000 NCP and has been updated to reflect that Federal law now prohibits operation of Stage 2 aircraft in the continental United States. 49 United States Code (USC) §47354 completed the full phase-out of operations by Stage 2 jets as of December 31, 2015.

Analysis: The Airport meets this measure by maintaining a noise monitoring and flight tracking system to provide information to stakeholders, as well as a dedicated noise complaint hotline to log and respond to community concerns. Noise monitoring locations are depicted in Figure 3-2, and noise complaints in Figure 3-3.

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Hollywood Burbank Airport

Part 150 STUDY

Figure 3-2:
Noise Monitor Locations

▲# ANOMS Noise Monitor Location
(Monitor 8 and 17 No Longer in Service)

- 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

DRAFT - Subject to Change

Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

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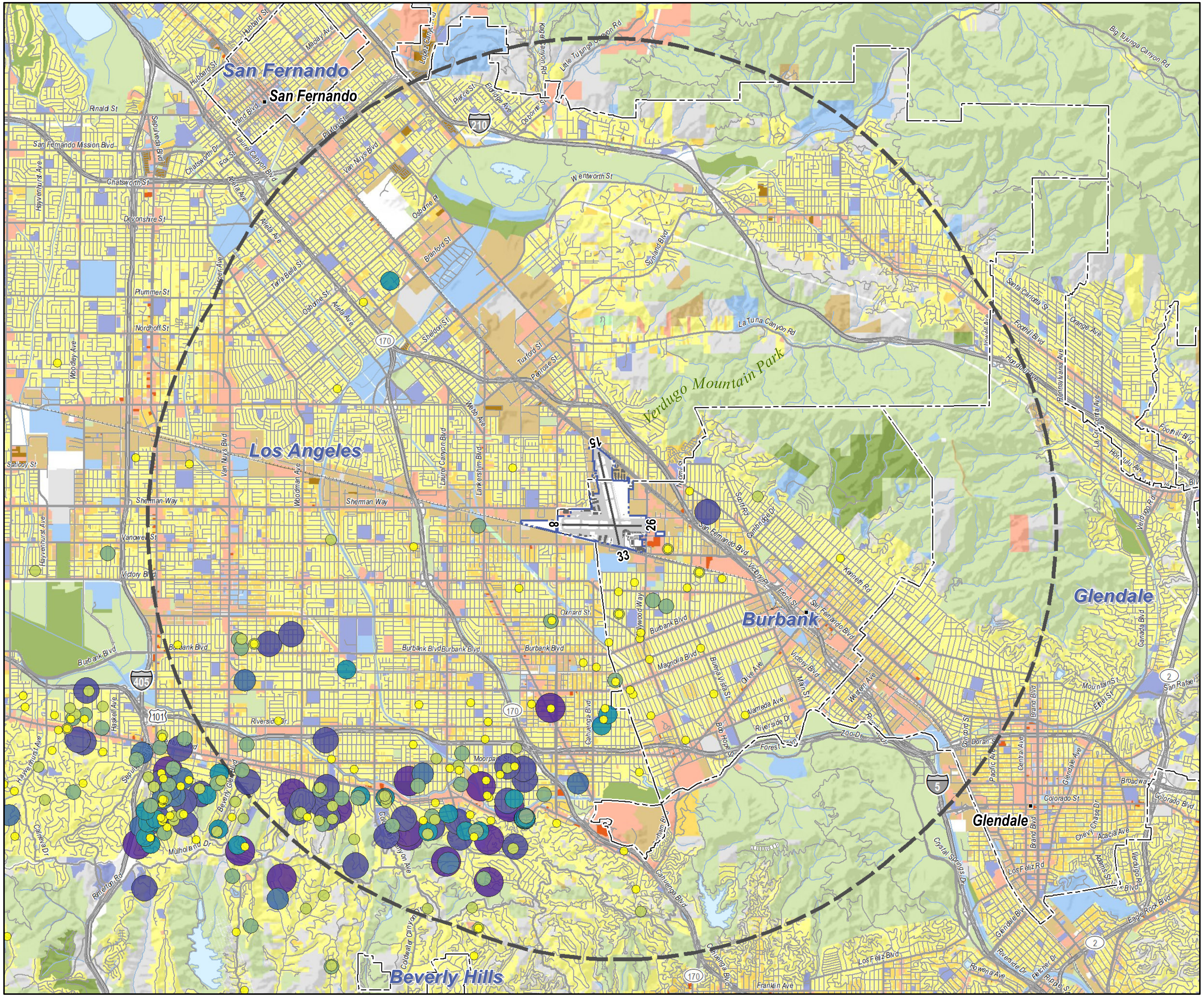
Hollywood Burbank Airport Part 150 STUDY

Figure 3-3:
Noise Complaints



1 - 10
11 - 50
51 - 250
251 - 500
501 - 1,000
1,001 - 5,000
> 5,000

Noise Complaints 1/1/2023 - 12/31/2023

Airport Boundary
Runway / Taxiway
Major / Minor Road
Municipal Boundary
Building
Railroad
Study Area

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

DRAFT - Subject to Change

Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

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3.4.2 PM-2: Monitor Implementation of Updated Noise Compatibility Program

Description: *This measure recommends that the Airport Authority monitor implementation and compliance with the Noise Abatement Element of the Noise Compatibility Plan through periodic communications with the FAA Airport Traffic Control Tower, airport users, and planning officials of the cities of Burbank and Los Angeles. This measure also recommends that the Airport Authority develop informational and promotional materials explaining the noise abatement program to pilots.*

FAA Action: Approved.

Implementation Status: Implemented.

This measure was previously approved by the FAA as an element of the 2000 and 2016 NCP.

Analysis: The Airport meets this measure by regularly monitoring and reporting on the implementation of the NCP. Communication with the FAA, airport users, and local planning officials ensures compliance and program effectiveness.

3.4.3 PM-3: Update Noise Exposure Maps and Noise Compatibility Program

Description: *This measure recommends that the Airport Authority review the Noise Exposure Maps and the Noise Compatibility Program and consider revisions and refinements as necessary.*

FAA Action: Approved.

Implementation Status: Implemented.

This measure was previously approved by the FAA as an element of the 2000 and 2016 NCP.

Analysis: The Airport periodically reviews and updates the Noise Exposure Maps and Noise Compatibility Program as necessary, ensuring alignment with current and future noise mitigation strategies.

3.4.4 PM-4: Maintain Log of Nighttime Runway Use and Operations By Aircraft Type

Description: *This measure recommends that the Airport Authority standardize its nighttime operations log recording the date, time, aircraft identification number, aircraft type, operations type, runway used, and weather information for each operation.*

FAA Action: Approved.

Implementation Status: Implemented through the use of ANOMS rather than the use of operations logs.

This measure was previously approved by the FAA as an element of the 2000 and 2016 NCP.

Analysis: The Airport currently utilizes ANOMS to log nighttime operations as ANOMS records all the pertinent flight, airfield and weather information identified above. There is no need for a separate nighttime operations log.

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4. Development of Noise Exposure Contours

Consistent with Part 150 requirements, the aircraft noise exposure contours for this Study were prepared using the most recent release of the FAA's Aviation Environmental Design Tool (AEDT) that was available at the outset of the study, Version 3g.[8] AEDT is a software system developed by the FAA that models aircraft performance in space and time to estimate fuel consumption, emissions, noise and air quality consequences.[9] AEDT is the FAA-approved tool for determining the cumulative effect of aircraft noise exposure around airports. Statutory requirements for AEDT use are defined in Part 150, "Airport Noise Compatibility Planning."

Sections 4.1 through 4.9 describe the required AEDT inputs, which include:

- Terminal Area Forecast (TAF) validation (Section 4.1)
- Physical Description of the Airport Layout (Section 4.2)
- Airport operations (Section 4.3)
- Aircraft Noise and Performance Characteristics (Section 4.4)
- Flight track geometry and use (Section 4.5)
- Runway use (Section 4.6)
- Meteorological Data (Section 4.7)
- Terrain Data (Section 4.8)

4.1 Terminal Area Forecast (TAF) Validation

The FAA annually releases a forecast of operations for airports in the National Plan of Integrated Airport Systems (NPIAS) known as the Terminal Area Forecast (TAF).[10] The most recent FAA publication at the outset of this Study is the 2025 TAF[11], issued in January 2025. As part of this Part 150 Study, the FAA TAF was analyzed against standard aviation forecasting methodologies. This analysis of the TAF confirmed that the 2025 TAF is the preferred forecast for this Part 150 Study. The TAF does not contain detailed military operations statistics. Additional information related to the TAF Validation and the FAA approval of the use of the TAF is provided on March 14, 2025 are provided in Appendix C.

[8] Released August 24, 2024, https://aedt.faa.gov/3g_information.aspx

[9] https://aedt.faa.gov/; Accessed on 5/23/24.

[10] FAA defines the TAF: "The Terminal Area Forecast (TAF) is the official FAA forecast of aviation activity for U.S. airports. It contains active airports in the National Plan of Integrated Airport Systems (NPIAS) including FAA-towered airports, Federal contract-towered airports, non-federal towered airports, and non-towered airports. Forecasts are prepared for major users of the National Airspace System including air carrier, air taxi/commuter, general aviation, and military. The forecasts are prepared to meet the budget and planning needs of the FAA and provide information for use by state and local authorities, the aviation industry, and the public." The TAF is issued using the FAA fiscal year, which begins on October 1 and ends on September 30 of the following year. Source: https://www.faa.gov/data_research/aviation/taf; Accessed on 5/23/24.

[11] https://taf.faa.gov/; Forecast Issued January 2025.

4.2 Physical Description of the Airport Layout

The Airport is located approximately three miles northwest of downtown Burbank, in Los Angeles County, California. The airport layout is comprised of two runways, Runway 15/33, and Runway 8/26. Table 4-1 provides the runway specifications used in the modeling of aircraft noise exposure, and Figure 4-1 shows the current airport diagram

The number used to designate each runway end reflects, with the addition of a trailing "0", the magnetic heading of the runway to the nearest 10 degrees from the perspective of the pilot. Runway 15/33 is oriented along approximate magnetic headings of 155° and 335° and is 6,886 feet long by 150 feet wide. Runway 08/26 is oriented along approximate magnetic headings of 80° and 260° and is 5,802 feet long by 150 feet wide. HP-N and HP-S are designated helipads for noise modeling purposes differentiated by north and south relative to each other on the airfield, respectively. The northern helipads located near the Burbank–Glendale–Pasadena Airport Authority Police (BGPAAPD) hangar. The southern helipad is located near the Fire Department for Burbank Bob Hope Airport hangar, and the Atlantic FBO area.

Runway length, runway width, instrumentation, and declared distances affect which runway an aircraft will use and under what conditions, and therefore, will determine the rate of utilization of a runway relative to the other runways at the airport.

Table 4-1. Runway Specifications

Source: HMMH 2024, FAA 5010 Data. Accessed on May 20, 2024

Runway End	Latitude	Longitude	Elevation (ft MSL)	Length (ft)	Approach Angle (degrees)	Threshold Crossing Height (ft)	Displaced Thresholds (ft)
08	34-11.8747N	118-22.1486W	727.4	5,802	3	61	-
15	34-12.7407N	118-21.6276W	778.0	6,886	3.25	35	909
26	34-11.8590N	118-20.9976W	697.3	5,802	-	-	-
33	34-11.6343N	118-21.3222W	694.5	6,886	3.2	62	350
HP-N	34-12.4706N	118-21.6638W	756.9	-	-	-	-
HP-S	34-11.9761N	118-21.6962W	725.6	-	-	-	-

Notes:
ft = feet; MSL = Mean Sea Level

No changes are anticipated to the runway layout during the five-year period covered by the Part 150 update. As a result, the same runway specifications are applied to both the existing and forecast condition modeling for the preparation of the NEM. However, changes to the terminal and taxi layout are expected, as illustrated by brown shading in Figure 4-2. The new terminal is projected to open in 2026.

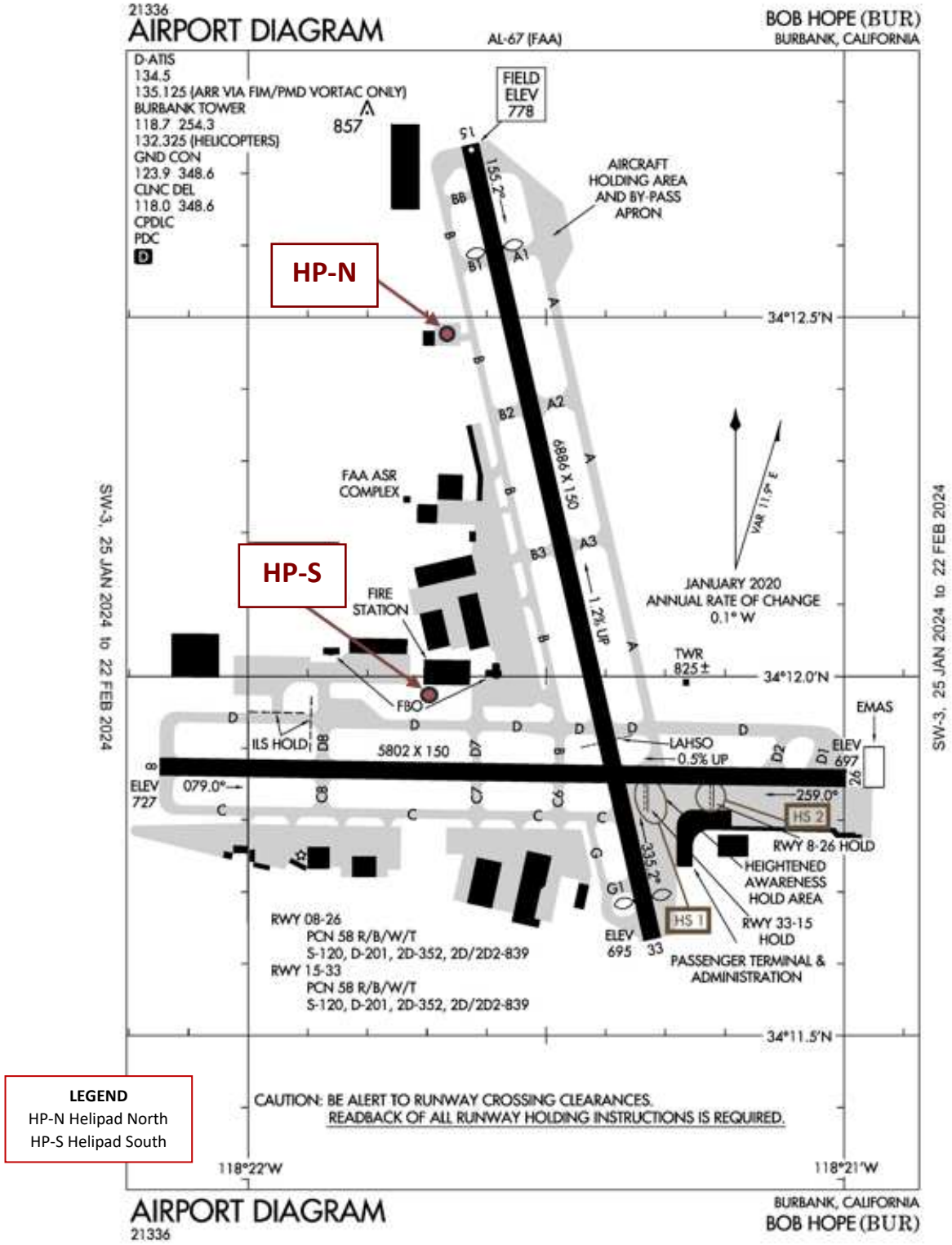

Figure 4-1. Airport Diagram

Source: FAA. Accessed on December 11, 2024

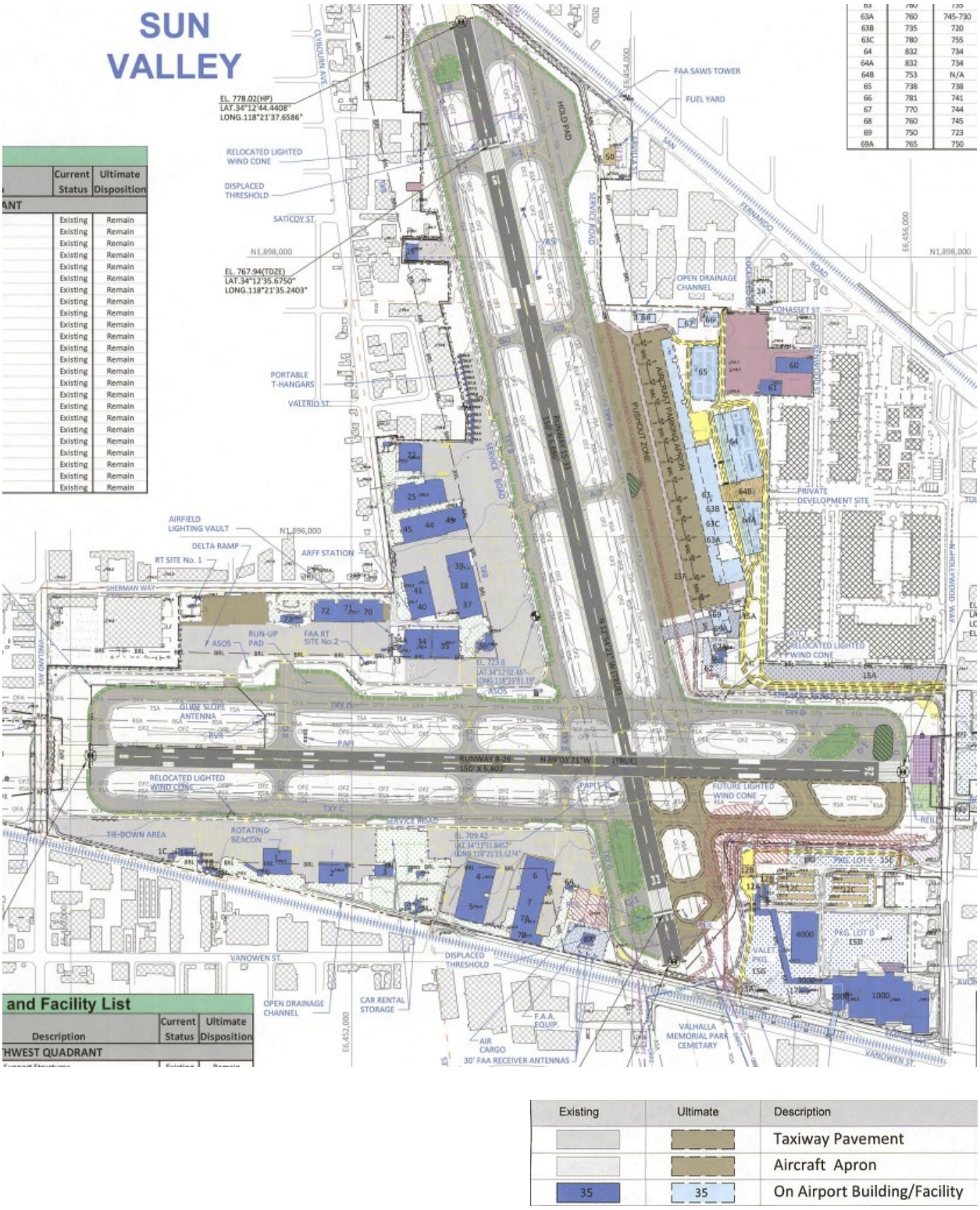

Figure 4-2. Future Airport Layout Plan

Source: BGPAA. Accessed on December 11, 2024

4.3 Airport Operations

Part 150 requires the calculation of yearly Day-Night Average Sound Level (DNL) values. In California, the Community Noise Equivalent Level, or CNEL, is the recognized noise metric and is allowed by the FAA to replace DNL for the purposes of airport noise compatibility planning. The daily noise exposure (in CNEL) is averaged over a year and is typically a calendar year. AEDT produces these values of exposure utilizing an average annual day (AAD) of airport operations. The AAD operations are determined by dividing the annual operations by 365 days. Table 4-2 presents the total annual operations for the base year 2023, Existing Condition year 2025, and Forecast Condition year 2030. Tables 4-3 and 4-4 list the AAD operations by aircraft type, operation mode, and time of day for 2025 and 2030, respectively.

FAA organizes aircraft operations into categories per FAA Order 7210.3 "Facility Operation and Administration," namely Air Carrier (AC), Air Taxi (AT), General Aviation (GA), and Military. AC and AT are commercial categories distinguished by aircraft capacity, while GA includes all non-commercial, non-military operations. FAA personnel at the airport's air traffic control tower provide counts of operations that are reported by FAA's Operations Network (OPSNET; tower counts) and then used in preparation of the FAA's TAF.

Table 4-2. Operation Counts by Tower Category

Year	ITINERANT					LOCAL			Total Operations
	Air Carrier	Air Taxi	General Aviation	Military	Total	Civil	Military	Total	
2023	63,676	25,445	24,208	405	113,734	28,184	13	28,197	**141,931**
2025	72,486	25,214	61,560	411	159,671	0	0	0	**159,671**
2030	87,241	26,500	64,363	411	178,515	0	0	0	**178,515**
Source: BUR ANOMS, Mead & Hunt forecast									

HMMH obtained flight track and aircraft identification data from the BUR Airport Noise Monitoring System (ANOMS) for the period of February 1, 2023, through January 31, 2024,[12] representing civilian operations, including AC, AT, and GA flights. This data was used to develop the existing fleet mix, as well as day/night operations and modeled flight tracks. This data set is referenced as 2023 in Table 4-2. This 12-month period was chosen to avoid inclusion of operations in January 2023, which were abnormal due to system-wide issues for Southwest Airlines leading to a non-representative month of operational data. This decision is in line with FAA expectation for datasets to be representative of "normal" operation conditions for planning studies such as this Part 150 study.

To ensure data accuracy, the operations data were compared with FAA tower counts for the same period. This comparison was used to calculate scale factors, which adjusted the operations data to represent annual conditions. The fleet mix for the same categories was then scaled to align with the forecasts for 2025 and 2030. Military operations, which were not fully represented in the data sample, were supplemented using FAA Traffic Flow Management System Counts for the same 12-month period. This data was utilized to develop the military fleet mix operating at the airport.

[12] According to BGPAA staff, the time period of February 1, 2023, through January 31, 2024, is representative of normal airport operating conditions, e.g., no extended runway closures.

Mead & Hunt developed the fleet mix for 2025 and 2030, documented in a memorandum and submitted to the FAA for their review and concurrence. AEDT Aircraft Substitution was also requested and received from the FAA for the Bell-Boeing V22 Osprey and EC145/Eurocopter UH-72 Lakota. The resultant substitutions are incorporated in Table 4-3. Both the memorandum and written FAA approvals are included in Appendix C. The TAF confirmation used existing aircraft operations at BUR including AC, AT, GA, and itinerant military operations as well as preparation of independent forecasts of passenger enplanements, which utilized standard forecasting methodologies including the incorporation of known future fleet mix changes. The operations described below comprise the Existing and Forecast Conditions for the submission of the Part 150 update. The aircraft operations data entered into AEDT includes the number of day, evening and night arrivals and departures.

Table 4-3. Modeled 2025 Average Annual Day Operations

Source: HMMH 2024, BUR ANOMS, *Mead & Hunt forecast*

Category	Engine Type	AEDT Type	AEDT Equip ID	Arrivals			Departures			Total
				Day	Eve.	Night	Day	Eve.	Night	
Air Carrier	Jet	737700	176	18.8	5.2	0.9	20.6	4.0	0.3	49.7
		737700	178	18.6	5.4	0.9	21.2	3.5	0.2	49.8
		737700	2492	3.8	1.0	0.1	4.1	0.7	<0.1	9.8
		737700	6607	0.6	0.2	<0.1	0.7	0.1	<0.1	1.6
		737700	6632	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		737700	6633	1.6	0.5	0.1	1.9	0.2	<0.1	4.4
		737800	203	0.9	0.8	0.1	1.6	0.2	<0.1	3.7
		737800	2417	1.4	1.0	0.2	2.1	0.4	<0.1	5.1
		737800	2498	0.4	0.4	<0.1	0.8	0.0	0.0	1.7
		737800	2499	0.4	0.6	0.1	1.0	0.1	<0.1	2.2
		737800	6612	1.2	0.9	0.1	2.2	<0.1	<0.1	4.4
		7378MAX	6406	0.8	0.6	0.1	1.2	0.3	<0.1	3.0
		7378MAX	6472	0.3	0.3	<0.1	0.7	<0.1	<0.1	1.4
		7378MAX	6662	4.2	1.2	0.2	4.7	0.8	0.1	11.1
		757PW	4089	<0.1	0.0	<0.1	<0.1	<0.1	0.0	0.1
		757RR	3917	0.1	<0.1	<0.1	<0.1	0.1	0.0	0.2
		7673ER	4087	0.6	<0.1	0.7	0.3	0.9	0.1	2.6
		A300-622R	704	0.3	<0.1	0.5	0.2	0.6	0.1	1.7
		A300-622R	710	0.1	0.0	0.2	0.1	0.2	<0.1	0.6
		A319-131	957	0.9	1.2	0.1	2.1	0.1	<0.1	4.5
		A319-131	967	0.9	0.5	0.1	1.3	0.2	0.0	2.9
		A320-232	1019	0.5	0.7	0.1	0.9	0.2	0.2	2.5
		A320-232	4632	0.7	0.7	<0.1	0.6	0.7	0.2	3.0
		A320-270N	5975	3.7	0.5	<0.1	3.4	0.7	0.1	8.4
		A321-232	4924	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		A321-232	5976	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CRJ9-ER	1253	0.6	<0.1	0.0	0.4	0.2	0.0	1.2
		CRJ9-ER	2546	1.0	0.2	0.0	0.8	0.3	<0.1	2.2

Category	Engine Type	AEDT Type	AEDT Equip ID	Arrivals			Departures			Total
				Day	Eve.	Night	Day	Eve.	Night	
		EMB175	3071	7.6	2.5	0.3	9.3	1.1	<0.1	20.9
	Subtotal			**69.9**	**24.4**	**5.0**	**82.4**	**15.7**	**1.3**	**198.6**
Air Taxi	**Jet**	CL600	1250	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CL600	4284	0.3	<0.1	<0.1	0.3	<0.1	<0.1	0.7
		CL600	4856	0.9	0.1	0.1	0.9	0.1	0.1	2.1
		CL600	5345	1.5	0.1	0.1	1.5	0.1	0.1	3.4
		CL601	4805	0.4	0.1	<0.1	0.4	<0.1	<0.1	1.0
		CNA525C	6067	0.5	0.2	0.5	0.7	0.2	0.3	2.4
		CNA55B	4917	1.4	0.2	<0.1	1.4	0.1	0.1	3.2
		CNA560XL	6070	0.4	0.1	<0.1	0.4	<0.1	<0.1	1.0
		CNA680	6386	1.7	0.2	0.1	1.7	0.1	0.1	3.8
		CNA680	6642	0.8	0.1	<0.1	0.7	0.1	0.1	1.8
		CNA750	1309	0.4	<0.1	<0.1	0.4	<0.1	<0.1	0.8
		EMB145	1737	0.4	0.1	<0.1	0.5	<0.1	0.0	1.0
		EMB145	1745	6.3	0.9	0.1	7.1	0.2	<0.1	14.6
		EMB14L	1756	1.8	0.5	0.1	2.3	0.1	<0.1	4.8
		EMB14L	1759	3.4	0.9	0.1	4.3	0.1	<0.1	8.8
		GIV	4203	0.8	0.1	0.1	0.9	0.1	0.1	2.0
		LEAR35	2028	0.3	0.2	0.1	0.4	0.1	0.1	1.2
	Non-jet	CNA208	3122	0.3	<0.1	<0.1	0.2	<0.1	<0.1	0.6
		DHC6	1458	2.2	<0.1	<0.1	0.8	<0.1	1.4	4.5
		DHC6	1474	0.4	0.0	0.3	0.4	0.1	0.1	1.3
		DHC6	3258	0.7	<0.1	0.4	0.5	0.4	0.2	2.2
		DHC6	5996	2.3	0.3	<0.1	2.5	<0.1	<0.1	5.1
	Helicopter	A109	28	0.3	0.1	0.1	0.2	0.1	0.1	0.9
		EC130	4097	0.4	0.2	0.3	0.5	0.2	0.2	1.8
	Subtotal			**27.9**	**4.2**	**2.5**	**29.2**	**2.2**	**3.2**	**69.1**
General Aviation	**Jet**	BD-700-1A10	1780	1.7	0.2	0.2	1.7	0.2	0.2	4.3
		CL601	4805	0.2	<0.1	<0.1	0.2	0.0	<0.1	0.5
		CL601	6561	0.7	0.1	0.1	0.7	0.1	<0.1	1.7
		CNA525C	6067	0.6	0.1	0.1	0.7	<0.1	0.1	1.5
		CNA560XL	6070	1.0	0.1	<0.1	1.0	0.1	0.1	2.2
		CNA750	4278	0.2	<0.1	<0.1	0.2	0.0	<0.1	0.4
		CNA750	4804	0.7	0.1	<0.1	0.7	0.1	<0.1	1.5
		G650ER	5461	2.9	0.3	0.2	3.0	0.2	0.2	6.9
		GIV	5273	1.2	0.1	0.1	1.2	0.1	0.1	2.9
		GV	2566	2.2	0.3	0.3	2.3	0.3	0.3	5.7
		LEAR35	3105	0.7	0.1	0.1	0.7	0.1	0.1	1.7
	Non-jet	CNA172	1267	3.8	0.7	0.3	3.5	0.8	0.3	9.4

Category	Engine Type	AEDT Type	AEDT Equip ID	Arrivals			Departures			Total
				Day	Eve.	Night	Day	Eve.	Night	
		CNA182	1262	0.9	0.1	0.0	0.8	0.1	0.1	1.9
		CNA208	3122	1.5	0.1	0.1	1.3	0.1	0.3	3.6
		COMSEP	1324	1.0	0.1	0.1	1.0	0.1	<0.1	2.2
		COMSEP	6646	1.7	0.1	<0.1	1.6	0.1	0.1	3.6
		DHC6	3790	1.4	<0.1	0.1	1.3	0.1	0.1	3.1
		GASEPF	1887	0.7	0.1	0.1	0.6	0.2	<0.1	1.7
	Helicopter	A109	28	0.4	0.1	0.3	0.6	0.1	0.2	1.7
		EC130	3806	2.1	0.2	0.1	2.3	0.1	<0.1	4.8
		H500D	30	1.0	0.3	0.3	1.0	0.4	0.3	3.3
		R22	23	5.5	0.1	0.0	5.5	0.1	<0.1	11.2
		R44	3161	35.5	6.9	0.4	40.4	2.4	0.1	85.8
		SA350D	3810	2.8	0.4	0.3	3.1	0.3	0.2	7.1
	Subtotal			**70.5**	**10.7**	**3.1**	**75.6**	**5.9**	**2.8**	**168.7**
Military	**Jet**	BD-700-1A10	1780	0.1	0.0	0.0	0.1	0.0	0.0	0.2
		C17	1403	0.1	0.0	0.0	0.1	0.0	0.0	0.1
	Non-jet	C130AD	3192	0.1	0.0	0.0	0.1	0.0	0.0	0.2
		HS748A	1951	0.1	0.0	0.0	0.1	0.0	0.0	0.2
	Helicopter	B429	4125	0.1	0.0	0.0	0.1	0.0	0.0	0.2
		S70	21	0.1	0.0	0.0	0.1	<0.1	0.0	0.2
	Subtotal			**0.6**	**0.0**	**0.0**	**0.5**	**<0.1**	**0.0**	**1.1**
Total				**168.9**	**39.3**	**10.6**	**187.7**	**23.8**	**7.3**	**437.5**

Table 4-4. Modeled 2030 Average Annual Day Operations

Source: HMMH 2024, BUR ANOMS, *Mead & Hunt forecast*

Category	Engine Type	AEDT Type	AEDT Equip ID	Arrivals			Departures			Total
				Day	Eve.	Night	Day	Eve.	Night	
Air Carrier	Jet	737700	176	13.4	3.7	0.6	14.7	2.8	0.2	35.4
		737700	178	13.2	3.9	0.6	15.1	2.5	0.1	35.4
		737700	2492	2.7	0.7	0.1	2.9	0.5	<0.1	7.0
		737700	6607	0.4	0.1	<0.1	0.5	0.1	<0.1	1.1
		737700	6632	0.5	0.2	<0.1	0.6	0.1	<0.1	1.4
		737700	6633	2.0	0.7	0.1	2.4	0.3	<0.1	5.4
		737800	203	0.7	0.6	0.1	1.3	0.2	<0.1	2.8
		737800	2417	0.8	0.6	0.1	1.3	0.2	<0.1	3.0
		737800	2498	0.3	0.3	<0.1	0.7	0.0	0.0	1.3
		737800	2499	0.3	0.4	0.1	0.8	0.1	<0.1	1.7
		737800	6612	0.9	0.7	0.1	1.7	<0.1	<0.1	3.4
		7378MAX	6406	2.0	1.5	0.3	3.1	0.7	0.1	7.6
		7378MAX	6472	6.4	6.0	0.7	12.4	0.7	<0.1	26.2
		7378MAX	6662	20.0	5.7	0.9	22.4	4.0	0.2	53.2
		757PW	4089	<0.1	0.0	<0.1	<0.1	<0.1	0.0	0.1
		757RR	3917	0.1	<0.1	<0.1	<0.1	<0.1	0.0	0.1
		7673ER	4087	0.8	<0.1	1.0	0.5	1.2	0.1	3.6
		A300-622R	704	0.4	<0.1	0.6	0.2	0.6	0.1	1.9
		A300-622R	710	0.1	0.0	0.3	0.1	0.3	<0.1	0.7
		A319-131	957	0.1	0.2	<0.1	0.3	<0.1	<0.1	0.7
		A319-131	967	0.1	0.1	<0.1	0.2	<0.1	0.0	0.4
		A320-232	1019	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		A320-232	4632	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		A320-270N	5975	6.3	0.8	<0.1	5.8	1.2	0.1	14.2
		A321-232	4924	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		A321-232	5976	1.9	1.3	0.1	2.3	0.7	0.2	6.6
		CRJ9-ER	1253	0.2	<0.1	0.0	0.1	0.1	0.0	0.4
		CRJ9-ER	2546	0.3	0.1	0.0	0.3	0.1	<0.1	0.8
		EMB175	3071	9.0	3.0	0.4	11.0	1.3	<0.1	24.6
	Subtotal			**82.9**	**30.5**	**6.1**	**100.5**	**17.7**	**1.3**	**239.0**
Air Taxi	Jet	CL600	1250	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CL600	4284	0.3	<0.1	<0.1	0.3	<0.1	<0.1	0.7
		CL600	4856	0.9	0.1	0.1	0.9	0.1	0.1	2.1
		CL600	5345	1.4	0.1	0.1	1.5	0.1	0.1	3.3
		CL601	4805	0.4	0.1	<0.1	0.4	<0.1	<0.1	1.0
		CNA525C	6067	0.2	0.1	0.1	0.2	0.1	0.1	0.7
		CNA55B	4917	2.8	0.3	0.1	2.8	0.2	0.2	6.4
		CNA560XL	6070	0.4	0.1	<0.1	0.4	<0.1	<0.1	1.0

Category	Engine Type	AEDT Type	AEDT Equip ID	Arrivals			Departures			Total
				Day	Eve.	Night	Day	Eve.	Night	
		CNA680	6386	2.3	0.2	0.1	2.4	0.2	0.1	5.2
		CNA680	6642	2.8	0.2	0.1	2.5	0.3	0.2	6.2
		CNA750	1309	0.1	<0.1	<0.1	0.1	<0.1	<0.1	0.3
		EMB145	1737	0.4	<0.1	<0.1	0.4	<0.1	0.0	0.9
		EMB145	1745	6.1	0.9	0.1	6.9	0.2	<0.1	14.1
		EMB14L	1756	1.7	0.5	0.1	2.2	0.1	<0.1	4.7
		EMB14L	1759	3.3	0.9	0.1	4.2	0.1	<0.1	8.6
		GIV	4203	0.5	0.1	0.1	0.6	<0.1	0.1	1.3
		LEAR35	2028	0.3	0.2	0.1	0.4	0.1	0.1	1.1
	Non-jet	CNA208	3122	0.3	<0.1	<0.1	0.2	<0.1	<0.1	0.6
		DHC6	1458	1.5	<0.1	<0.1	0.6	<0.1	1.0	3.1
		DHC6	1474	0.4	0.0	0.3	0.4	0.1	0.1	1.3
		DHC6	3258	0.7	<0.1	0.4	0.5	0.4	0.2	2.2
		DHC6	5996	2.3	0.3	<0.1	2.5	<0.1	<0.1	5.1
	Helicopter	A109	28	0.3	0.1	0.1	0.2	0.1	0.1	0.9
		EC130	4097	0.4	0.2	0.3	0.5	0.2	0.2	1.8
	Subtotal			**29.9**	**4.3**	**2.2**	**31.2**	**2.4**	**2.8**	**72.6**
General Aviation	**Jet**	BD-700-1A10	1780	1.8	0.3	0.3	1.8	0.2	0.3	4.6
		CL601	4805	0.2	<0.1	<0.1	0.2	0.0	<0.1	0.5
		CL601	6561	0.8	0.1	0.1	0.8	0.1	<0.1	2.0
		CNA525C	6067	0.3	<0.1	<0.1	0.3	<0.1	<0.1	0.8
		CNA560XL	6070	0.9	0.1	<0.1	0.9	0.1	0.1	2.0
		CNA750	4278	0.1	<0.1	<0.1	0.1	0.0	<0.1	0.3
		CNA750	4804	0.7	0.1	<0.1	0.6	0.1	<0.1	1.4
		G650ER	5461	3.6	0.4	0.2	3.8	0.2	0.3	8.5
		GIV	5273	1.5	0.2	0.1	1.5	0.1	0.1	3.6
		GV	2566	1.9	0.3	0.3	2.0	0.2	0.2	4.9
		LEAR35	3105	0.4	<0.1	<0.1	0.4	<0.1	<0.1	0.9
	Non-jet	CNA172	1267	4.3	0.8	0.3	4.1	1.0	0.4	10.8
		CNA182	1262	1.0	0.1	0.0	1.0	0.1	0.1	2.2
		CNA208	3122	1.5	0.1	0.1	1.3	0.1	0.3	3.6
		COMSEP	1324	1.2	0.1	0.1	1.2	0.1	<0.1	2.5
		COMSEP	6646	1.9	0.1	<0.1	1.8	0.2	0.1	4.2
		DHC6	3790	1.1	<0.1	0.1	1.0	0.1	0.1	2.5
		GASEPF	1887	0.8	0.1	0.1	0.8	0.2	<0.1	1.9
	Helicopter	A109	28	0.5	0.2	0.3	0.7	0.1	0.2	1.8
		EC130	3806	2.2	0.2	0.1	2.4	0.1	<0.1	5.0
		H500D	30	1.1	0.3	0.3	1.0	0.4	0.3	3.4
		R22	23	5.8	0.1	0.0	5.8	0.1	<0.1	11.7

Category	Engine Type	AEDT Type	AEDT Equip ID	Arrivals			Departures			Total
				Day	Eve.	Night	Day	Eve.	Night	
		R44	3161	37.2	7.2	0.4	42.3	2.5	0.1	89.7
		SA350D	3810	3.0	0.5	0.3	3.3	0.3	0.2	7.5
	Subtotal			**73.7**	**11.3**	**3.2**	**79.1**	**6.2**	**2.9**	**176.3**
Military	**Jet**	BD-700-1A10	1780	0.1	0.0	0.0	0.1	0.0	0.0	0.2
		C17	1403	0.1	0.0	0.0	0.1	0.0	0.0	0.1
	Non-jet	C130AD	3192	0.1	0.0	0.0	0.1	0.0	0.0	0.2
		HS748A	1951	0.1	0.0	0.0	0.1	0.0	0.0	0.2
	Helicopter	B429	4125	0.1	0.0	0.0	0.1	0.0	0.0	0.2
		S70	21	0.1	0.0	0.0	0.1	<0.1	0.0	0.2
	Subtotal			**0.6**	**0.0**	**0.0**	**0.5**	**<0.1**	**0.0**	**1.1**
Total				**187.0**	**46.0**	**11.5**	**211.2**	**26.3**	**7.0**	**489.1**

4.4 Aircraft Noise and Performance Characteristics

AEDT requires the use of specific noise and performance data for each aircraft type operating at the airport. Noise data is in the form of Sound Exposure Level at a range of distances (from 200 feet to 25,000 feet) from a particular aircraft with engines at a range of thrust levels. Performance data include thrust, speed and altitude profiles for takeoff and landing operations. The AEDT database contains standard noise and performance data for over 300 fixed-wing aircraft types, most of which are civilian aircraft.

AEDT uses departure "stage length" (the flight distance between the departure and arrival airport) as a surrogate for aircraft departure weight, since fuel load is the largest factor affecting variation in aircraft weight and therefore climb performance. AEDT includes performance profiles for most commercial aircraft types for a range of stage length values; however, smaller aircraft types have only a single representative weight used for all operations, identified as stage length 1.

Aside from identifying the aircraft type in the database, AEDT has STANDARD and International Civil Aviation Organization (ICAO) aircraft flight profiles for takeoffs, landings, and flight patterns or touch-and-go operations. Each aircraft type may have multiple departure flight profiles for all stage lengths the aircraft can fly. HMMH evaluated the departure climb rates, by stage length, of the five of the most frequent aircraft types in use at the Airport and determined that departing flights typically use STANDARD profiles. Therefore, the departure profiles in AEDT were assigned to STANDARD for all civilian aircraft types in AEDT in the Existing and Forecast Conditions.

The stage lengths determined for the Airport operations are based on the city-pair analysis of the 12-month radar data sample. Table 4-5 indicates the proportion of the operations that are within each of the stage length categories for existing conditions. Typically, widebody, e.g., Boeing 767 models, aircraft which operate on long haul routes have higher stage lengths. However, widebody aircraft operating at BUR are mainly used for cargo operations with lower than typical stage lengths.

Table 4-5. Existing and Future Conditions Departure Stage Length Usage by Time of Day

Source: HMMH 2024, BUR ANOMS, *Mead & Hunt forecast*

Time of Day	AEDT ANP Type	AEDT Equip ID	AEDT Engine	Stage Length							Total
				1	2	3	4	5	6	7	
Day	737700	176	CFM56-7B22	77%	16%	5%	2%	0%	0%	0%	100%
	737700	178	CFM56-7B24	77%	16%	5%	2%	0%	0%	0%	100%
	737700	2492	CFM56-7B24/3	77%	16%	5%	2%	0%	0%	0%	100%
	737700	6607	CFM56-7B24E	77%	16%	5%	2%	0%	0%	0%	100%
	737700	6632	PW1524G	83%	17%	0%	0%	0%	0%	0%	100%
	737700	6633	PW1524G	83%	17%	0%	0%	0%	0%	0%	100%
	737800	203	CFM56-7B27	8%	38%	55%	0%	0%	0%	0%	100%
	737800	2417	CFM56-7B27E	2%	98%	0%	0%	0%	0%	0%	100%
	737800	2498	CFM56-7B24/3	8%	38%	55%	0%	0%	0%	0%	100%
	737800	2499	CFM56-7B26	8%	38%	55%	0%	0%	0%	0%	100%
	737800	6612	CFM56-7B24E	8%	38%	55%	0%	0%	0%	0%	100%
	7378MAX	6406	LEAP-1B28/28B1/28B2/28B3	0%	100%	0%	0%	0%	0%	0%	100%
	7378MAX	6472	LEAP-1B28/28B1/28B2/28B3	8%	38%	55%	0%	0%	0%	0%	100%
	7378MAX	6662	LEAP-1B27	77%	16%	5%	2%	0%	0%	0%	100%
	757PW	4089	PW2040	0%	28%	1%	71%	0%	0%	0%	100%
	757RR	3917	RB211-535E4	0%	28%	0%	72%	0%	0%	0%	100%
	7673ER	4087	CF6-80C2B6F	0%	7%	74%	19%	0%	0%	0%	100%
	A109	28	250B17B	100%	0%	0%	0%	0%	0%	0%	100%
	A300-622R	704	PW4158	0%	0%	100%	0%	0%	0%	0%	100%
	A300-622R	710	CF6-80C2A5F	0%	0%	100%	0%	0%	0%	0%	100%
	A319-131	957	V2522-A5	70%	30%	0%	0%	0%	0%	0%	100%
	A319-131	967	CFM56-5B6/P	70%	30%	0%	0%	0%	0%	0%	100%
	A320-232	1019	V2527-A5	64%	23%	0%	13%	0%	0%	0%	100%
	A320-232	4632	V2527-A5	64%	23%	0%	13%	0%	0%	0%	100%
	A320-270N	5975	PW1127G-JM	100%	0%	0%	0%	0%	0%	0%	100%
	A321-232	5976	LEAP-1A35A/33/33B2/32/30	18%	78%	0%	3%	0%	0%	0%	100%
	B429	4125	TPE331-1	100%	0%	0%	0%	0%	0%	0%	100%
	BD-700-1A10	1780	BR700-710A2-20	48%	12%	8%	32%	0%	0%	0%	100%
	C130AD	3192	T56-A-15	100%	0%	0%	0%	0%	0%	0%	100%
	C17	1403	F117-PW-100	100%	0%	0%	0%	0%	0%	0%	100%
	CL600	4284	CF34-3B/-3B1	100%	0%	0%	0%	0%	0%	0%	100%
	CL600	4856	AS907-2-1A (HTF7350)	100%	0%	0%	0%	0%	0%	0%	100%
	CL600	5345	AS907-2-1A (HTF7350)	100%	0%	0%	0%	0%	0%	0%	100%
	CL601	4805	CF34-3A1	100%	0%	0%	0%	0%	0%	0%	100%
	CL601	6561	AS907-3-1E-A3 (HTF7500E)	100%	0%	0%	0%	0%	0%	0%	100%
	CNA172	1267	O-320	100%	0%	0%	0%	0%	0%	0%	100%
	CNA182	1262	IO-360-B	100%	0%	0%	0%	0%	0%	0%	100%
	CNA208	3122	PT6A-67	100%	0%	0%	0%	0%	0%	0%	100%
	CNA525C	6067	JT15D-1 series	100%	0%	0%	0%	0%	0%	0%	100%

Time of Day	AEDT ANP Type	AEDT Equip ID	AEDT Engine	Stage Length							Total
				1	2	3	4	5	6	7	
	CNA55B	4917	PW530	100%	0%	0%	0%	0%	0%	0%	100%
	CNA560XL	6070	PW530	100%	0%	0%	0%	0%	0%	0%	100%
	CNA680	6386	PW306B	100%	0%	0%	0%	0%	0%	0%	100%
	CNA680	6642	AS907-2-1S (HTF7700L)	100%	0%	0%	0%	0%	0%	0%	100%
	CNA750	1309	AE3007C1	100%	0%	0%	0%	0%	0%	0%	100%
	CNA750	4278	AE3007C2	100%	0%	0%	0%	0%	0%	0%	100%
	CNA750	4804	PW308C BS 1289	100%	0%	0%	0%	0%	0%	0%	100%
	COMSEP	1324	IO-360-B	100%	0%	0%	0%	0%	0%	0%	100%
	COMSEP	6646	TIO-540-J2B2	100%	0%	0%	0%	0%	0%	0%	100%
	CRJ9-ER	1253	CF34-8C1	100%	0%	0%	0%	0%	0%	0%	100%
	CRJ9-ER	2546	CF34-8C5B1	100%	0%	0%	0%	0%	0%	0%	100%
	DHC6	1458	TPE331-12UHR	100%	0%	0%	0%	0%	0%	0%	100%
	DHC6	1474	PT6A-36	100%	0%	0%	0%	0%	0%	0%	100%
	DHC6	3258	PT6A-28	100%	0%	0%	0%	0%	0%	0%	100%
	DHC6	3790	PT6A-41	100%	0%	0%	0%	0%	0%	0%	100%
	DHC6	5996	PT6A-67A	100%	0%	0%	0%	0%	0%	0%	100%
	EC130	3806	TPE331-3	100%	0%	0%	0%	0%	0%	0%	100%
	EC130	4097	TPE331-3	100%	0%	0%	0%	0%	0%	0%	100%
	EMB145	1737	AE3007A3	97%	3%	0%	0%	0%	0%	0%	100%
	EMB145	1745	AE3007A1E	97%	3%	0%	0%	0%	0%	0%	100%
	EMB14L	1756	AE3007A	71%	29%	0%	0%	0%	0%	0%	100%
	EMB14L	1759	AE3007A1P	71%	29%	0%	0%	0%	0%	0%	100%
	EMB175	3071	CF34-8E5	83%	17%	0%	0%	0%	0%	0%	100%
	G650ER	5461	BR700-725A1-12	43%	12%	7%	38%	0%	0%	0%	100%
	GASEPF	1887	O-320	100%	0%	0%	0%	0%	0%	0%	100%
	GIV	4203	TAY 611-8C	100%	0%	0%	0%	0%	0%	0%	100%
	GIV	5273	PW307A	100%	0%	0%	0%	0%	0%	0%	100%
	GV	2566	BR700-710C4-11	100%	0%	0%	0%	0%	0%	0%	100%
	HS748A	1951	RDa.7	100%	0%	0%	0%	0%	0%	0%	100%
	LEAR35	2028	TFE731-2-2B	100%	0%	0%	0%	0%	0%	0%	100%
	LEAR35	3105	TFE731-2/2A	100%	0%	0%	0%	0%	0%	0%	100%
	H500D	4104	TPE331-6	100%	0%	0%	0%	0%	0%	0%	100%
	R22	23	TSIO-360C	100%	0%	0%	0%	0%	0%	0%	100%
	R44	3161	TIO-540-J2B2	100%	0%	0%	0%	0%	0%	0%	100%
	S70	21	T700-GE-700	100%	0%	0%	0%	0%	0%	0%	100%
	SA350D	3810	TPE331-3	100%	0%	0%	0%	0%	0%	0%	100%
Evening	737700	176	CFM56-7B22	94%	6%	0%	0%	0%	0%	0%	100%
	737700	178	CFM56-7B24	94%	6%	0%	0%	0%	0%	0%	100%
	737700	2492	CFM56-7B24/3	94%	6%	0%	0%	0%	0%	0%	100%
	737700	6607	CFM56-7B24E	94%	6%	0%	0%	0%	0%	0%	100%
	737700	6632	PW1524G	88%	12%	0%	0%	0%	0%	0%	100%

Time of Day	AEDT ANP Type	AEDT Equip ID	AEDT Engine	Stage Length							Total
				1	2	3	4	5	6	7	
	737700	6633	PW1524G	88%	12%	0%	0%	0%	0%	0%	100%
	737800	203	CFM56-7B27	0%	100%	0%	0%	0%	0%	0%	100%
	737800	2417	CFM56-7B27E	0%	100%	0%	0%	0%	0%	0%	100%
	737800	2498	CFM56-7B24/3	0%	0%	0%	0%	0%	0%	0%	0%
	737800	2499	CFM56-7B26	0%	100%	0%	0%	0%	0%	0%	100%
	737800	6612	CFM56-7B24E	0%	100%	0%	0%	0%	0%	0%	100%
	7378MAX	6406	LEAP-1B28/28B1/28B2/28B3	0%	100%	0%	0%	0%	0%	0%	100%
	7378MAX	6472	LEAP-1B28/28B1/28B2/28B3	0%	100%	0%	0%	0%	0%	0%	100%
	7378MAX	6662	LEAP-1B27	94%	6%	0%	0%	0%	0%	0%	100%
	757PW	4089	PW2040	0%	0%	2%	98%	0%	0%	0%	100%
	757RR	3917	RB211-535E4	0%	0%	0%	100%	0%	0%	0%	100%
	7673ER	4087	CF6-80C2B6F	0%	0%	39%	61%	0%	0%	0%	100%
	A109	28	250B17B	100%	0%	0%	0%	0%	0%	0%	100%
	A300-622R	704	PW4158	0%	0%	44%	56%	0%	0%	0%	100%
	A300-622R	710	CF6-80C2A5F	0%	0%	44%	56%	0%	0%	0%	100%
	A319-131	957	V2522-A5	100%	0%	0%	0%	0%	0%	0%	100%
	A319-131	967	CFM56-5B6/P	100%	0%	0%	0%	0%	0%	0%	100%
	A320-232	1019	V2527-A5	68%	0%	0%	32%	0%	0%	0%	100%
	A320-232	4632	V2527-A5	68%	0%	0%	32%	0%	0%	0%	100%
	A320-270N	5975	PW1127G-JM	100%	0%	0%	0%	0%	0%	0%	100%
	A321-232	5976	LEAP-1A35A/33/33B2/32/30	18%	74%	0%	8%	0%	0%	0%	100%
	B429	4125	TPE331-1	100%	0%	0%	0%	0%	0%	0%	100%
	BD-700-1A10	1780	BR700-710A2-20	48%	11%	8%	33%	0%	0%	0%	100%
	C130AD	3192	T56-A-15	0%	0%	0%	0%	0%	0%	0%	0%
	C17	1403	F117-PW-100	0%	0%	0%	0%	0%	0%	0%	0%
	CL600	4284	CF34-3B/-3B1	100%	0%	0%	0%	0%	0%	0%	100%
	CL600	4856	AS907-2-1A (HTF7350)	100%	0%	0%	0%	0%	0%	0%	100%
	CL600	5345	AS907-2-1A (HTF7350)	100%	0%	0%	0%	0%	0%	0%	100%
	CL601	4805	CF34-3A1	100%	0%	0%	0%	0%	0%	0%	100%
	CL601	6561	AS907-3-1E-A3 (HTF7500E)	100%	0%	0%	0%	0%	0%	0%	100%
	CNA172	1267	O-320	100%	0%	0%	0%	0%	0%	0%	100%
	CNA182	1262	IO-360-B	100%	0%	0%	0%	0%	0%	0%	100%
	CNA208	3122	PT6A-67	100%	0%	0%	0%	0%	0%	0%	100%
	CNA525C	6067	JT15D-1 series	100%	0%	0%	0%	0%	0%	0%	100%
	CNA55B	4917	PW530	100%	0%	0%	0%	0%	0%	0%	100%
	CNA560XL	6070	PW530	100%	0%	0%	0%	0%	0%	0%	100%
	CNA680	6386	PW306B	100%	0%	0%	0%	0%	0%	0%	100%
	CNA680	6642	AS907-2-1S (HTF7700L)	100%	0%	0%	0%	0%	0%	0%	100%
	CNA750	1309	AE3007C1	100%	0%	0%	0%	0%	0%	0%	100%
	CNA750	4278	AE3007C2	0%	0%	0%	0%	0%	0%	0%	0%
	CNA750	4804	PW308C BS 1289	100%	0%	0%	0%	0%	0%	0%	100%

Time of Day	AEDT ANP Type	AEDT Equip ID	AEDT Engine	Stage Length							Total
				1	2	3	4	5	6	7	
	COMSEP	1324	IO-360-B	100%	0%	0%	0%	0%	0%	0%	100%
	COMSEP	6646	TIO-540-J2B2	100%	0%	0%	0%	0%	0%	0%	100%
	CRJ9-ER	1253	CF34-8C1	100%	0%	0%	0%	0%	0%	0%	100%
	CRJ9-ER	2546	CF34-8C5B1	100%	0%	0%	0%	0%	0%	0%	100%
	DHC6	1458	TPE331-12UHR	100%	0%	0%	0%	0%	0%	0%	100%
	DHC6	1474	PT6A-36	100%	0%	0%	0%	0%	0%	0%	100%
	DHC6	3258	PT6A-28	100%	0%	0%	0%	0%	0%	0%	100%
	DHC6	3790	PT6A-41	100%	0%	0%	0%	0%	0%	0%	100%
	DHC6	5996	PT6A-67A	100%	0%	0%	0%	0%	0%	0%	100%
	EC130	3806	TPE331-3	100%	0%	0%	0%	0%	0%	0%	100%
	EC130	4097	TPE331-3	100%	0%	0%	0%	0%	0%	0%	100%
	EMB145	1737	AE3007A3	100%	0%	0%	0%	0%	0%	0%	100%
	EMB145	1745	AE3007A1E	100%	0%	0%	0%	0%	0%	0%	100%
	EMB14L	1756	AE3007A	100%	0%	0%	0%	0%	0%	0%	100%
	EMB14L	1759	AE3007A1P	100%	0%	0%	0%	0%	0%	0%	100%
	EMB175	3071	CF34-8E5	88%	12%	0%	0%	0%	0%	0%	100%
	G650ER	5461	BR700-725A1-12	45%	10%	8%	37%	0%	0%	0%	100%
	GASEPF	1887	O-320	100%	0%	0%	0%	0%	0%	0%	100%
	GIV	4203	TAY 611-8C	100%	0%	0%	0%	0%	0%	0%	100%
	GIV	5273	PW307A	100%	0%	0%	0%	0%	0%	0%	100%
	GV	2566	BR700-710C4-11	100%	0%	0%	0%	0%	0%	0%	100%
	HS748A	1951	RDa.7	0%	0%	0%	0%	0%	0%	0%	0%
	LEAR35	2028	TFE731-2-2B	100%	0%	0%	0%	0%	0%	0%	100%
	LEAR35	3105	TFE731-2/2A	100%	0%	0%	0%	0%	0%	0%	100%
	H500D	4104	TPE331-6	100%	0%	0%	0%	0%	0%	0%	100%
	R22	23	TSIO-360C	100%	0%	0%	0%	0%	0%	0%	100%
	R44	3161	TIO-540-J2B2	100%	0%	0%	0%	0%	0%	0%	100%
	S70	21	T700-GE-700	100%	0%	0%	0%	0%	0%	0%	100%
	SA350D	3810	TPE331-3	100%	0%	0%	0%	0%	0%	0%	100%
Night	737700	176	CFM56-7B22	86%	14%	0%	0%	0%	0%	0%	100%
	737700	178	CFM56-7B24	86%	14%	0%	0%	0%	0%	0%	100%
	737700	2492	CFM56-7B24/3	86%	14%	0%	0%	0%	0%	0%	100%
	737700	6607	CFM56-7B24E	86%	14%	0%	0%	0%	0%	0%	100%
	737700	6632	PW1524G	84%	16%	0%	0%	0%	0%	0%	100%
	737700	6633	PW1524G	84%	16%	0%	0%	0%	0%	0%	100%
	737800	203	CFM56-7B27	8%	41%	51%	0%	0%	0%	0%	100%
	737800	2417	CFM56-7B27E	2%	98%	0%	0%	0%	0%	0%	100%
	737800	2498	CFM56-7B24/3	0%	0%	0%	0%	0%	0%	0%	0%
	737800	2499	CFM56-7B26	8%	41%	51%	0%	0%	0%	0%	100%
	737800	6612	CFM56-7B24E	8%	41%	51%	0%	0%	0%	0%	100%
	7378MAX	6406	LEAP-1B28/28B1/28B2/28B3	3%	97%	0%	0%	0%	0%	0%	100%

Time of Day	AEDT ANP Type	AEDT Equip ID	AEDT Engine	Stage Length							Total
				1	2	3	4	5	6	7	
	7378MAX	6472	LEAP-1B28/28B1/28B2/28B3	8%	41%	51%	0%	0%	0%	0%	100%
	7378MAX	6662	LEAP-1B27	86%	14%	0%	0%	0%	0%	0%	100%
	757PW	4089	PW2040	0%	0%	0%	0%	0%	0%	0%	0%
	757RR	3917	RB211-535E4	0%	0%	0%	0%	0%	0%	0%	0%
	7673ER	4087	CF6-80C2B6F	0%	0%	85%	15%	0%	0%	0%	100%
	A109	28	250B17B	100%	0%	0%	0%	0%	0%	0%	100%
	A300-622R	704	PW4158	0%	0%	100%	0%	0%	0%	0%	100%
	A300-622R	710	CF6-80C2A5F	0%	0%	100%	0%	0%	0%	0%	100%
	A319-131	957	V2522-A5	72%	28%	0%	0%	0%	0%	0%	100%
	A319-131	967	CFM56-5B6/P	0%	0%	0%	0%	0%	0%	0%	0%
	A320-232	1019	V2527-A5	11%	0%	0%	89%	0%	0%	0%	100%
	A320-232	4632	V2527-A5	11%	0%	0%	89%	0%	0%	0%	100%
	A320-270N	5975	PW1127G-JM	100%	0%	0%	0%	0%	0%	0%	100%
	A321-232	5976	LEAP-1A35A/33/33B2/32/30	9%	15%	1%	75%	0%	0%	0%	100%
	B429	4125	TPE331-1	100%	0%	0%	0%	0%	0%	0%	100%
	BD-700-1A10	1780	BR700-710A2-20	48%	11%	8%	33%	0%	0%	0%	100%
	C130AD	3192	T56-A-15	0%	0%	0%	0%	0%	0%	0%	0%
	C17	1403	F117-PW-100	0%	0%	0%	0%	0%	0%	0%	0%
	CL600	4284	CF34-3B/-3B1	100%	0%	0%	0%	0%	0%	0%	100%
	CL600	4856	AS907-2-1A (HTF7350)	100%	0%	0%	0%	0%	0%	0%	100%
	CL600	5345	AS907-2-1A (HTF7350)	100%	0%	0%	0%	0%	0%	0%	100%
	CL601	4805	CF34-3A1	100%	0%	0%	0%	0%	0%	0%	100%
	CL601	6561	AS907-3-1E-A3 (HTF7500E)	100%	0%	0%	0%	0%	0%	0%	100%
	CNA172	1267	O-320	100%	0%	0%	0%	0%	0%	0%	100%
	CNA182	1262	IO-360-B	100%	0%	0%	0%	0%	0%	0%	100%
	CNA208	3122	PT6A-67	100%	0%	0%	0%	0%	0%	0%	100%
	CNA525C	6067	JT15D-1 series	100%	0%	0%	0%	0%	0%	0%	100%
	CNA55B	4917	PW530	100%	0%	0%	0%	0%	0%	0%	100%
	CNA560XL	6070	PW530	100%	0%	0%	0%	0%	0%	0%	100%
	CNA680	6386	PW306B	100%	0%	0%	0%	0%	0%	0%	100%
	CNA680	6642	AS907-2-1S (HTF7700L)	100%	0%	0%	0%	0%	0%	0%	100%
	CNA750	1309	AE3007C1	100%	0%	0%	0%	0%	0%	0%	100%
	CNA750	4278	AE3007C2	100%	0%	0%	0%	0%	0%	0%	100%
	CNA750	4804	PW308C BS 1289	100%	0%	0%	0%	0%	0%	0%	100%
	COMSEP	1324	IO-360-B	100%	0%	0%	0%	0%	0%	0%	100%
	COMSEP	6646	TIO-540-J2B2	100%	0%	0%	0%	0%	0%	0%	100%
	CRJ9-ER	1253	CF34-8C1	0%	0%	0%	0%	0%	0%	0%	0%
	CRJ9-ER	2546	CF34-8C5B1	100%	0%	0%	0%	0%	0%	0%	100%
	DHC6	1458	TPE331-12UHR	100%	0%	0%	0%	0%	0%	0%	100%
	DHC6	1474	PT6A-36	100%	0%	0%	0%	0%	0%	0%	100%
	DHC6	3258	PT6A-28	100%	0%	0%	0%	0%	0%	0%	100%

Time of Day	AEDT ANP Type	AEDT Equip ID	AEDT Engine	Stage Length							Total
				1	2	3	4	5	6	7	
	DHC6	3790	PT6A-41	100%	0%	0%	0%	0%	0%	0%	100%
	DHC6	5996	PT6A-67A	100%	0%	0%	0%	0%	0%	0%	100%
	EC130	3806	TPE331-3	100%	0%	0%	0%	0%	0%	0%	100%
	EC130	4097	TPE331-3	100%	0%	0%	0%	0%	0%	0%	100%
	EMB145	1737	AE3007A3	0%	0%	0%	0%	0%	0%	0%	0%
	EMB145	1745	AE3007A1E	97%	3%	0%	0%	0%	0%	0%	100%
	EMB14L	1756	AE3007A	72%	28%	0%	0%	0%	0%	0%	100%
	EMB14L	1759	AE3007A1P	72%	28%	0%	0%	0%	0%	0%	100%
	EMB175	3071	CF34-8E5	84%	16%	0%	0%	0%	0%	0%	100%
	G650ER	5461	BR700-725A1-12	45%	10%	8%	37%	0%	0%	0%	100%
	GASEPF	1887	O-320	100%	0%	0%	0%	0%	0%	0%	100%
	GIV	4203	TAY 611-8C	100%	0%	0%	0%	0%	0%	0%	100%
	GIV	5273	PW307A	100%	0%	0%	0%	0%	0%	0%	100%
	GV	2566	BR700-710C4-11	100%	0%	0%	0%	0%	0%	0%	100%
	HS748A	1951	RDa.7	0%	0%	0%	0%	0%	0%	0%	0%
	LEAR35	2028	TFE731-2-2B	100%	0%	0%	0%	0%	0%	0%	100%
	LEAR35	3105	TFE731-2/2A	100%	0%	0%	0%	0%	0%	0%	100%
	H500D	4104	TPE331-6	100%	0%	0%	0%	0%	0%	0%	100%
	R22	23	TSIO-360C	100%	0%	0%	0%	0%	0%	0%	100%
	R44	3161	TIO-540-J2B2	100%	0%	0%	0%	0%	0%	0%	100%
	S70	21	T700-GE-700	100%	0%	0%	0%	0%	0%	0%	100%
	SA350D	3810	TPE331-3	100%	0%	0%	0%	0%	0%	0%	100%

4.5 Flight Track Geometry and Use

The noise model flight tracks developed for the 2025 and 2030 noise modeling conditions were developed from the BUR ANOMS for the year of data acquired from February 2023 to January 2024. If a known change in flight tracks or their usage is expected within the five-year forecast period of a Part 150 Study, the future conditions noise modeling must include a reasonable assumption of those flights' geometry and utilization. As of December 2024, two new arrival flight track changes are scheduled for publication in February of 2025, according to information available on the FAA IFP Gateway. These arrival flight tracks correspond to the newly proposed procedures, ROKKR THREE and THRNE FOUR. For purposes of noise modeling, these appear to be descriptive (not geometrical) changes to the existing ROKKR TWO and THRNE THREE, and do not necessitate a modification to the noise model flight tracks. Additionally, there are two departure flight track changes that are currently under an environmental review with the FAA. There is no known publication date for these procedures. With no final version(s) of these future procedures known, the model track geometries and flight track usage for both the 2025 and 2030 noise modeling conditions remain the same and are representative of known future flight track geometries within the study area.

For civilian operations, HMMH used an industry-standard method to develop noise model flight tracks that entail analyzing all flight track and aircraft identification data for BUR by splitting the flight tracks into similar and manageable groups. The standard procedure separates tracks by operation type, (i.e., arrival, departure) and runway end, aircraft type (i.e., jet. Non-jet, helicopter) and destination/direction. HMMH analyzed flight tracks with the same operation type, runway end, and destination direction for similar geometry and this resulted in the final radar track bundles used to create model tracks. Geometrically similar groups with wide dispersion have a "backbone" track and one, two, or three "dispersion" sub tracks on either side of the backbone, for three, five, or seven total tracks (e.g., one backbone and two, four, or six sub tracks).

Flight track density plots are provided in Figures 4-3 through 4-8 to show the geographic concentrations of arrivals and departures. These plots permit presentation of comparative information for longer time frames using thousands of actual aircraft flight tracks. Rather than presenting every individual track, density plots use color gradations to depict the relative frequency of aircraft operations over extended time periods. These graphics summarize the flight track geometry, dispersion, and the frequency of aircraft operations by using a uniform color gradient scheme based on the relative density of traffic. The "warm" colors (reds) indicate the areas where the most aircraft operations occurred, and the "cool" colors (blues) indicate the areas where the fewest aircraft operations occurred based on the set of flight track data described above.

All model tracks are included in Figures 4-9 through 4-14. The figures include a Flight Track Analysis boundary that depicts the 30,000 feet from the end of each runway as required by Part 150.[13] All noise model track bundles developed as part of this process, and the assigned noise model percent usage are summarized in Tables 4-6 through 4-11.

Tables 4-6 and 4-7 present the noise model flight track usage for jet arrivals and jet departures, respectively, separated by category and time of day. Tables 4-8 and 4-9 present the noise model flight track use for non-jet arrivals and non-jet departures, respectively, separated by category and time of

[13] 14 CFR Part 150 Section A150.103(b)(1)

day. The jet arrival and departure noise model tracks identified in Tables 4-6 and 4-7 are depicted in Figures 4-9 and 4-10, respectively, and the non-jet arrival and departure noise model tracks identified in Tables 4-8 and 4-9 are depicted in Figures 4-11 and 4-12, respectively.

Tables 4-10 and 4-11 present the noise model flight track use for helicopter arrivals and helicopter departures, respectively, separated by category and time of day. The arrival noise model flight tracks identified in Table 4-10 are depicted in Figure 4-13, and the departure noise model flight tracks identified in Table 4-11 are depicted in Figure 4-14. Figure 4-15 depicts a bundle of model tracks overlayed on a sample of radar tracks from which the model tracks were developed.

Table 4-6. AEDT Modeled Jet Arrival Model Flight Track Utilization

Source: HMMH 2024, BUR ANOMS

Operation Type	Runway	Figure Number	Track Group	Air Carrier & Military			Air Taxi & General Aviation		
				Day	Evening	Night	Day	Evening	Night
Arrivals	15	Figure 4-9	A15J01	0.3%	0.0%	0.0%	1.8%	18.2%	14.3%
			A15J02	3.6%	2.3%	3.8%	0.0%	0.0%	0.0%
			A15J03	51.8%	51.1%	46.2%	3.4%	9.1%	21.4%
			A15J04	40.7%	36.8%	46.2%	5.7%	9.1%	21.4%
			A15J05	3.6%	9.8%	3.8%	89.1%	63.6%	42.9%
	33		A33J01	3.3%	3.7%	5.8%	0.5%	0.0%	0.0%
			A33J02	53.5%	55.0%	32.7%	34.7%	38.8%	20.8%
			A33J03	13.0%	22.2%	34.6%	5.1%	10.2%	8.3%
			A33J04	0.9%	0.6%	0.0%	5.9%	2.0%	12.5%
			A33J05	27.3%	16.2%	19.2%	52.7%	49.0%	54.2%
			A33J06	2.1%	2.3%	7.7%	1.1%	0.0%	4.2%
	08		A08J01	6.3%	4.4%	1.5%	100.0%	100.0%	100.0%
			A08J02	14.0%	11.5%	11.0%	0.0%	0.0%	0.0%
	26		A08J03	7.8%	8.4%	13.7%	0.0%	0.0%	0.0%
			A08J04	30.6%	36.0%	27.7%	0.0%	0.0%	0.0%
			A08J05	17.5%	14.7%	7.6%	0.0%	0.0%	0.0%
			A08J06	15.6%	18.0%	33.0%	0.0%	0.0%	0.0%
			A08J07	1.8%	1.0%	0.6%	0.0%	0.0%	0.0%
			A08J08	6.5%	5.9%	4.9%	0.0%	0.0%	0.0%
			A26J01	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%

Table 4-7. AEDT Modeled Jet Departure Model Flight Track Utilization

Source: HMMH 2024, BUR ANOMS

Operation Type	Runway	Figure Number	Track Group	Air Carrier & Military			Air Taxi & General Aviation		
				Day	Evening	Night	Day	Evening	Night
Departures	15	Figure 4-10	D15J01	29.4%	34.4%	18.4%	26.5%	28.6%	26.3%
			D15J02	26.4%	17.1%	11.1%	15.1%	13.1%	20.3%
			D15J03	0.0%	0.0%	0.8%	0.7%	1.8%	0.8%
			D15J04	2.6%	3.3%	5.5%	0.2%	0.0%	0.0%
			D15J05	8.2%	13.3%	20.7%	15.2%	20.6%	23.2%
			D15J06	0.0%	0.0%	0.0%	2.0%	4.3%	8.1%
			D15J07	30.8%	28.6%	38.0%	36.7%	26.1%	12.8%
			D15J08	2.6%	3.2%	5.5%	0.0%	0.0%	0.0%
			D15J09	0.0%	0.0%	0.0%	3.5%	5.5%	8.6%
	33		D33J01	29.8%	35.3%	5.9%	29.8%	35.3%	5.9%
			D33J02	27.5%	12.7%	35.3%	27.5%	12.7%	35.3%
			D33J03	22.7%	29.9%	29.4%	22.7%	29.9%	29.4%
			D33J04	3.5%	1.4%	0.0%	3.5%	1.4%	0.0%
			D33J05	0.8%	0.9%	0.0%	0.8%	0.9%	0.0%
			D33J06	2.3%	1.8%	0.0%	2.3%	1.8%	0.0%
			D33J07	9.8%	14.0%	23.5%	9.8%	14.0%	23.5%
			D33J08	3.4%	4.1%	5.9%	3.4%	4.1%	5.9%
	08		N/A	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	26		D26J01	31.3%	40.7%	33.3%	0.0%	0.0%	0.0%
			D26J02	19.0%	16.5%	0.0%	35.3%	25.0%	40.0%
			D26J03	35.7%	23.1%	16.7%	64.7%	75.0%	60.0%
			D26J04	14.0%	19.8%	50.0%	0.0%	0.0%	0.0%

Table 4-8. AEDT Modeled Non-Jet Arrival Model Flight Track Utilization

Source: HMMH 2024, BUR ANOMS

Operation Type	Runway	Figure Number	Track Group	Military			Air Taxi & General Aviation		
				Day	Evening	Night	Day	Evening	Night
Arrivals	15	Figure 4-11	A15NJ01	16.3%	36.1%	14.0%	16.3%	36.1%	14.0%
			A15NJ02	76.6%	55.6%	44.0%	76.6%	55.6%	44.0%
			A15NJ03	7.1%	8.3%	42.0%	7.1%	8.3%	42.0%
	33		A33NJ01	50.3%	61.5%	22.2%	50.3%	61.5%	22.2%
			A33NJ02	38.2%	23.1%	55.6%	38.2%	23.1%	55.6%
			A33NJ03	8.3%	15.4%	22.2%	8.3%	15.4%	22.2%
			A33NJ04	3.2%	0.0%	0.0%	3.2%	0.0%	0.0%
	08		A08NJ01	3.1%	6.0%	0.0%	3.1%	6.0%	0.0%
			A08NJ02	4.0%	6.0%	3.8%	4.0%	6.0%	3.8%
			A08NJ03	4.2%	9.3%	2.9%	4.2%	9.3%	2.9%
			A08NJ04	4.2%	4.6%	19.7%	4.2%	4.6%	19.7%
			A08NJ05	7.6%	7.9%	2.5%	7.6%	7.9%	2.5%
			A08NJ06	8.7%	0.7%	2.9%	8.7%	0.7%	2.9%
			A08NJ07	25.4%	8.6%	39.1%	25.4%	8.6%	39.1%
			A08NJ08	32.5%	31.8%	15.5%	32.5%	31.8%	15.5%
			A08NJ09	10.3%	25.2%	13.4%	10.3%	25.2%	13.4%
	26		A26NJ01	50.0%	0.0%	0.0%	50.0%	25.0%	50.0%
			A26NJ02	50.0%	0.0%	0.0%	50.0%	75.0%	50.0%

Table 4-9. AEDT Modeled Non-Jet Departure Model Flight Track Utilization

Source: HMMH 2024, BUR ANOMS

Operation Type	Runway	Figure Number	Track Group	Military			Air Taxi & General Aviation		
				Day	Evening	Night	Day	Evening	Night
Departures	15	Figure 4-12	D15NJ01	10.8%	18.4%	6.8%	10.8%	18.4%	6.8%
			D15NJ02	3.2%	2.7%	0.5%	3.2%	2.7%	0.5%
			D15NJ03	57.7%	51.9%	53.0%	57.7%	51.9%	53.0%
			D15NJ04	5.4%	3.8%	20.1%	5.4%	3.8%	20.1%
			D15NJ05	12.5%	17.3%	12.6%	12.5%	17.3%	12.6%
			D15NJ06	3.6%	4.3%	0.9%	3.6%	4.3%	0.9%
			D15NJ07	6.7%	1.6%	6.2%	6.7%	1.6%	6.2%
	33		D33NJ01	46.4%	0.0%	0.0%	46.4%	0.0%	0.0%
			D33NJ02	35.7%	50.0%	100.0%	35.7%	50.0%	100.0%
			D33NJ03	17.9%	50.0%	0.0%	17.9%	50.0%	0.0%
	08		D08NJ01	0.0%	0.0%	0.0%	32.6%	43.3%	33.3%
			D08NJ02	0.0%	0.0%	0.0%	18.5%	2.4%	3.7%
			D08NJ03	0.0%	0.0%	0.0%	7.6%	1.2%	31.5%
			D08NJ04	0.0%	0.0%	0.0%	20.4%	39.6%	25.0%
			D08NJ05	0.0%	0.0%	0.0%	11.4%	4.9%	0.9%
			D08NJ06	0.0%	0.0%	0.0%	9.4%	8.5%	5.6%
	26		D26NJ01	28.6%	100.0%	50.0%	28.6%	100.0%	50.0%
			D26NJ02	71.4%	0.0%	50.0%	71.4%	0.0%	50.0%

Table 4-10. AEDT Modeled Helicopter Arrival Model Flight Track Utilization

Source: HMMH 2024, BUR ANOMS

Operation Type	Helipad	Figure Number	Track Group	Military			Air Taxi & General Aviation		
				Day	Evening	Night	Day	Evening	Night
Arrivals	HP-N	Figure 4-13	AHNH01	0.0%	0.0%	0.0%	9.7%	9.7%	9.7%
			AHNH02	0.0%	0.0%	0.0%	9.9%	9.9%	9.9%
			AHNH03	0.0%	0.0%	0.0%	9.9%	9.9%	9.9%
			AHNH04	0.0%	0.0%	0.0%	9.9%	9.9%	9.9%
			AHNH05	0.0%	0.0%	0.0%	20.8%	20.8%	20.8%
			AHNH06	0.0%	0.0%	0.0%	9.7%	9.7%	9.7%
			AHNH08	0.0%	0.0%	0.0%	20.5%	20.5%	20.5%
			AHNH09	0.0%	0.0%	0.0%	9.7%	9.7%	9.7%
	HP-S		AHSH01	10.3%	0.0%	0.0%	10.3%	10.3%	10.3%
			AHSH02	10.5%	0.0%	0.0%	10.5%	10.5%	10.5%
			AHSH03	10.5%	0.0%	0.0%	10.5%	10.5%	10.5%
			AHSH04	10.5%	0.0%	0.0%	10.5%	10.5%	10.5%
			AHSH05	22.1%	0.0%	0.0%	22.1%	22.1%	22.1%
			AHSH06	10.3%	0.0%	0.0%	10.3%	10.3%	10.3%
			AHSH08	25.8%	0.0%	0.0%	25.8%	25.8%	25.8%

Table 4-11. AEDT Modeled Helicopter Departure Model Flight Track Utilization

Source: HMMH 2024, BUR ANOMS

Operation Type	Helipad	Figure Number	Track Group	Military			Air Taxi & General Aviation		
				Day	Evening	Night	Day	Evening	Night
Departures	HP-N	Figure 4-14	DHNH01	0.0%	0.0%	0.0%	9.6%	9.6%	9.6%
			DHNH02	0.0%	0.0%	0.0%	9.6%	9.6%	9.6%
			DHNH03	0.0%	0.0%	0.0%	10.6%	10.6%	10.6%
			DHNH04	0.0%	0.0%	0.0%	10.6%	10.6%	10.6%
			DHNH05	0.0%	0.0%	0.0%	14.2%	14.2%	14.2%
			DHNH06	0.0%	0.0%	0.0%	9.6%	9.6%	9.6%
			DHNH07	0.0%	0.0%	0.0%	14.2%	14.2%	14.2%
			DHNH08	0.0%	0.0%	0.0%	14.6%	14.6%	14.6%
			DHNH09	0.0%	0.0%	0.0%	6.9%	6.9%	6.9%
	HP-S		DHSH01	10.0%	10.0%	0.0%	10.0%	10.0%	10.0%
			DHSH02	10.0%	10.0%	0.0%	10.0%	10.0%	10.0%
			DHSH03	11.0%	11.0%	0.0%	11.0%	11.0%	11.0%
			DHSH04	11.0%	11.0%	0.0%	11.0%	11.0%	11.0%
			DHSH05	14.9%	14.9%	0.0%	14.9%	14.9%	14.9%
			DHSH06	10.0%	10.0%	0.0%	10.0%	10.0%	10.0%
			DHSH07	14.9%	14.9%	0.0%	14.9%	14.9%	14.9%
			DHSH08	18.1%	18.1%	0.0%	18.1%	18.1%	18.1%

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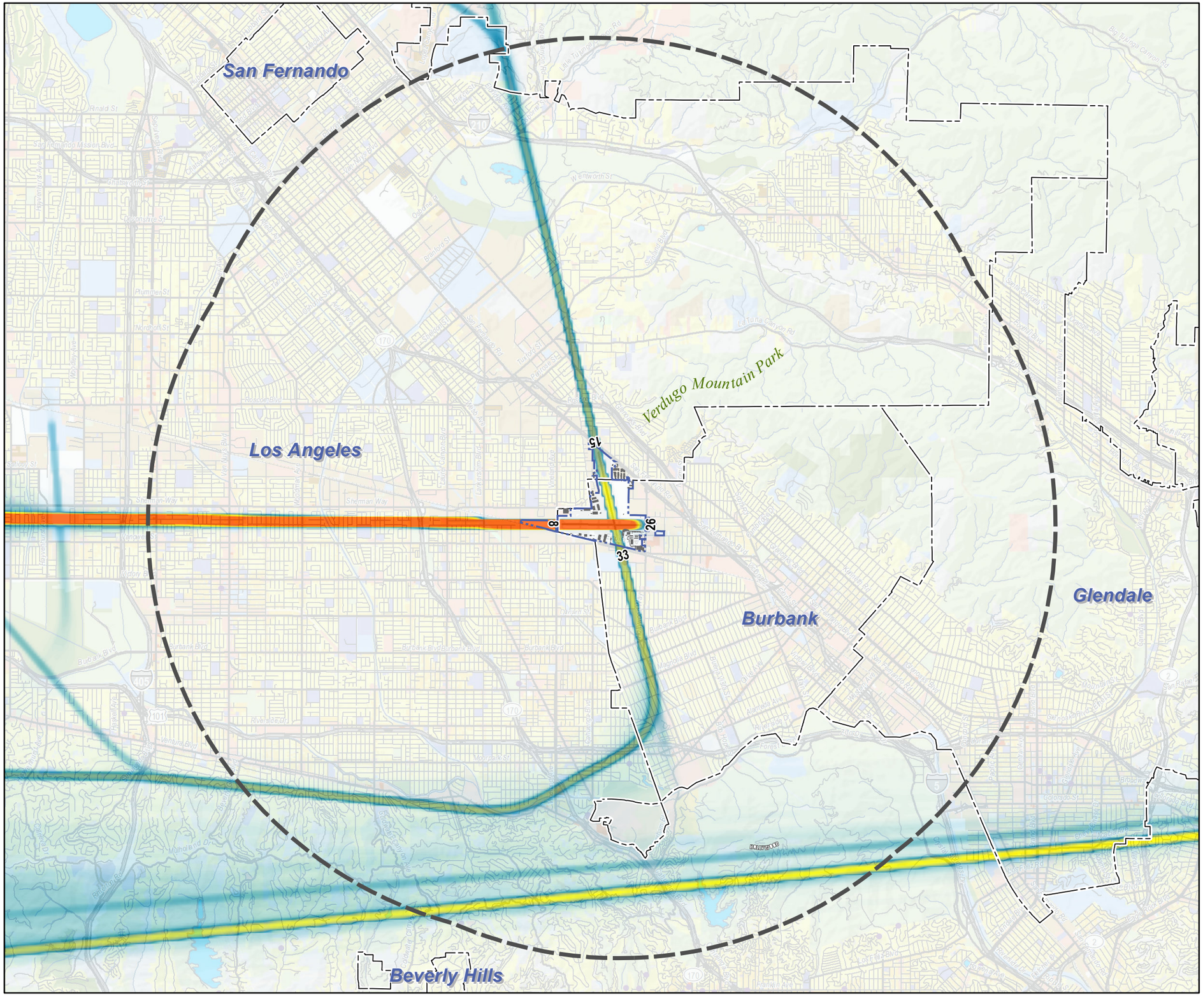
Hollywood Burbank Airport

Part 150 STUDY

Figure 4-3:
Jet Arrival Flight Track Density Plot
(February 1, 2023 - January 31, 2024)



- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Building
- Railroad
- Study Area

Flight Track Density - 45,153 Flight Tracks

Low — Medium — High

- 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
- National Register of Historic Places
- Hospital
- Library

DRAFT - Subject to Change

Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

0 — 8,000 — 16,000 Feet

hmmh

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Figure 4-4:
Jet Departure Flight Track Density Plot
(February 1, 2023 - January 31, 2024)

- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Building
- Railroad
- Study Area

Flight Track Density - 45,378 Flight Tracks
Low — Medium — High

- 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
- National Register of Historic Places
- Hospital
- Library

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Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

0 — 8,000 — 16,000 Feet

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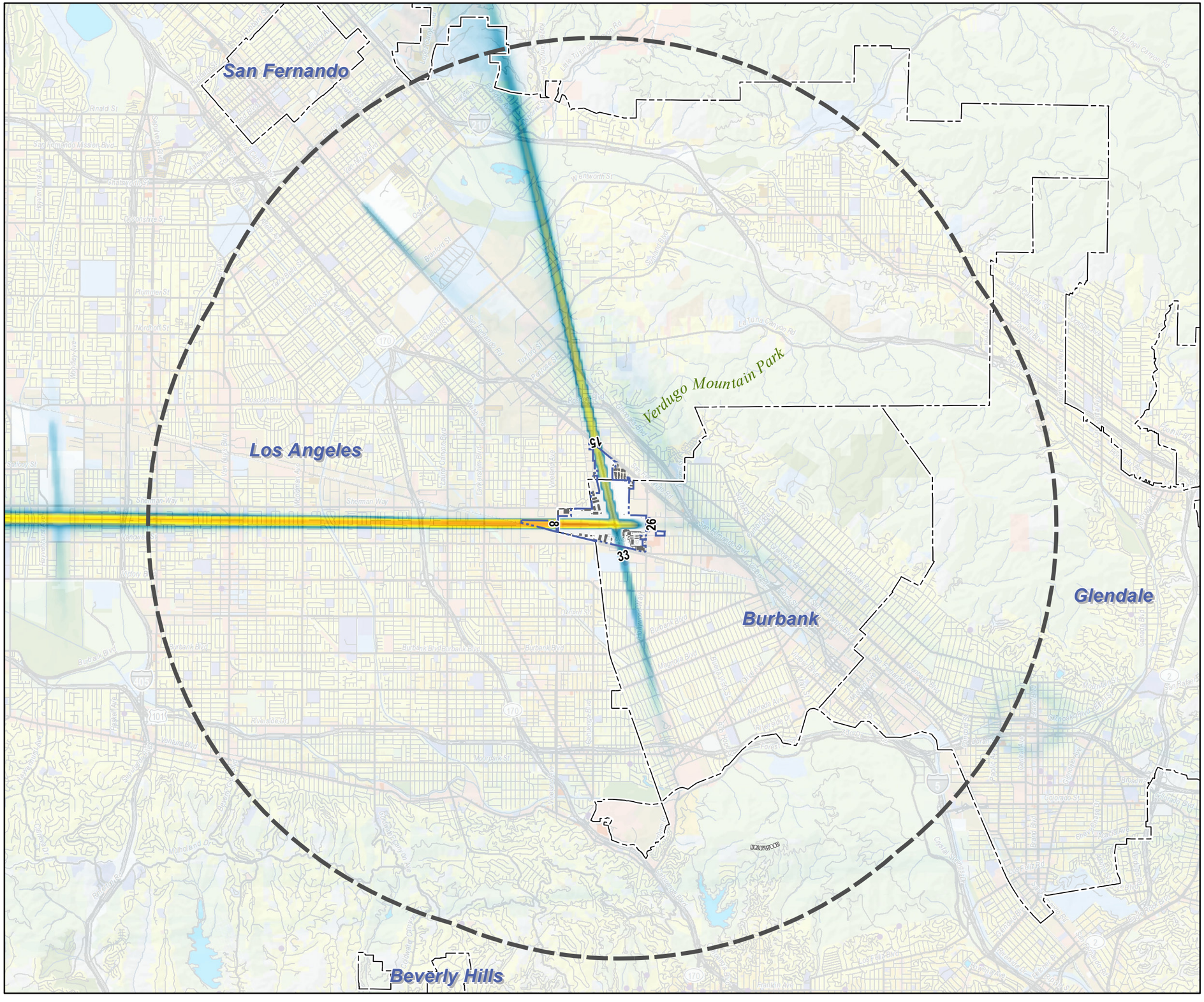
Hollywood Burbank Airport

Part 150 STUDY

Figure 4-5:
Non-Jet Arrival Flight Track Density Plot
(February 1, 2023 - January 31, 2024)



- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Building
- Railroad
- Study Area

Flight Track Density - 4,879 Flight Tracks

Low — Medium — High

- 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
- National Register of Historic Places
- Hospital
- Library

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Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

0 — 8,000 — 16,000 Feet

hmmh

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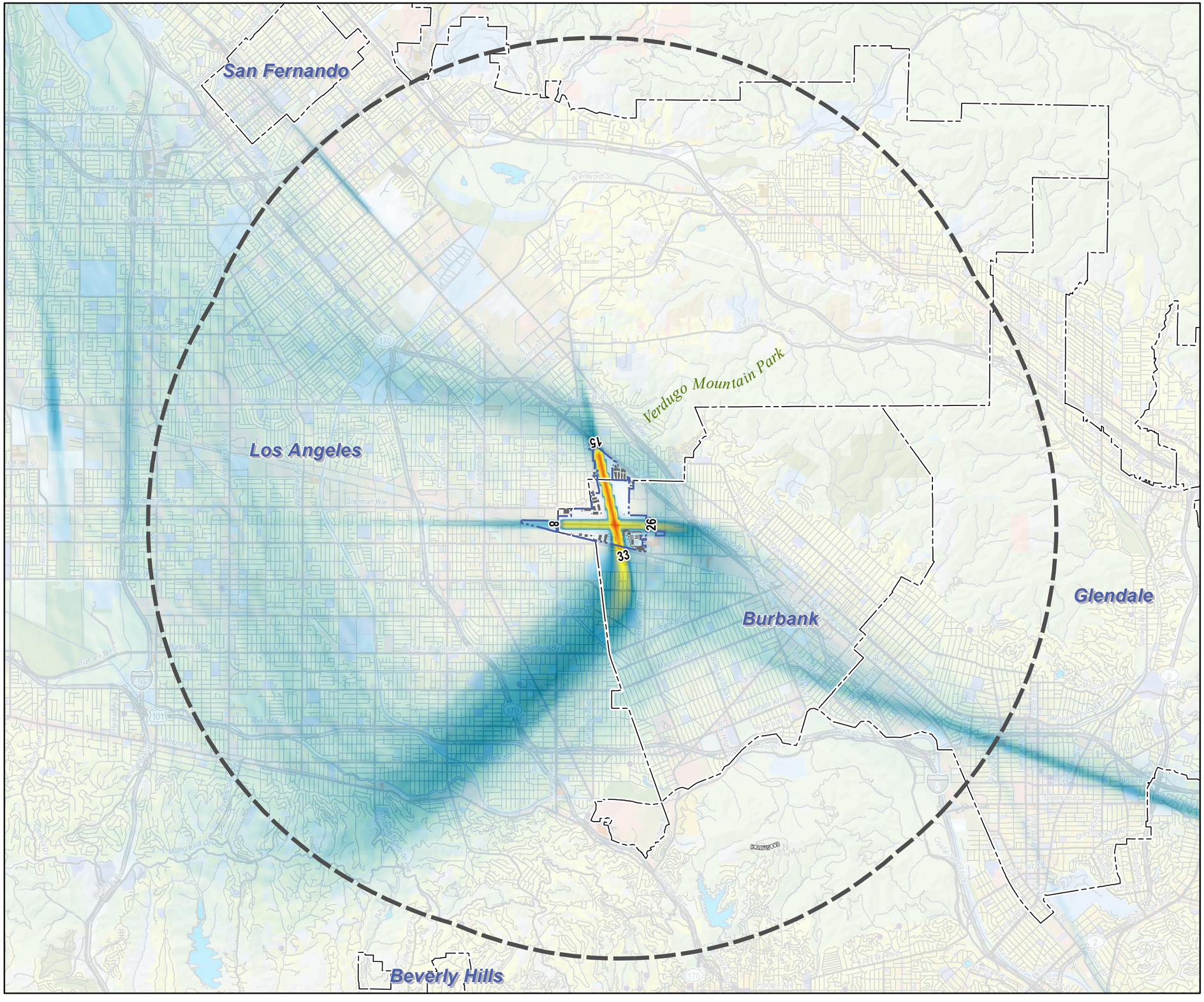
Figure4-6:
Non-Jet Departure Flight Track Density Plot
(February 1, 2023 - January 31, 2024)



- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Building
- Railroad
- Study Area

Flight Track Density - 5,020 Flight Tracks

Low — Medium — High

- 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
- National Register of Historic Places
- Hospital
- Library

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Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

0 — 8,000 — 16,000 Feet

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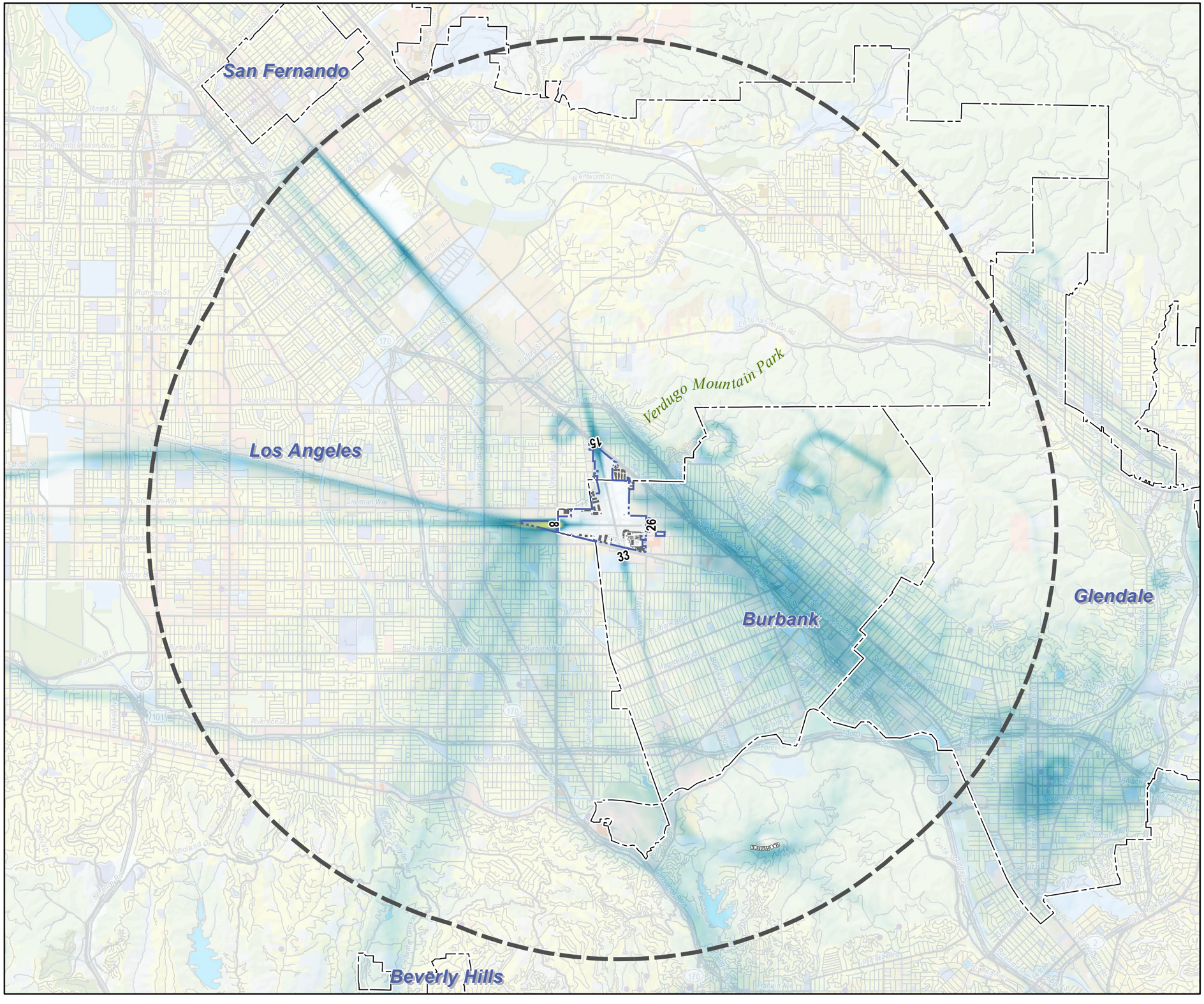
Hollywood Burbank Airport
Part 150 STUDY

Figure 4-7:
Helicopter Arrival Flight Track Density Plot
(February 1, 2023 - January 31, 2024)



- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Building
- Railroad
- Study Area

Flight Track Density - 2,443 Flight Tracks
Low — Medium — High

- 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
- National Register of Historic Places
- Hospital
- Library

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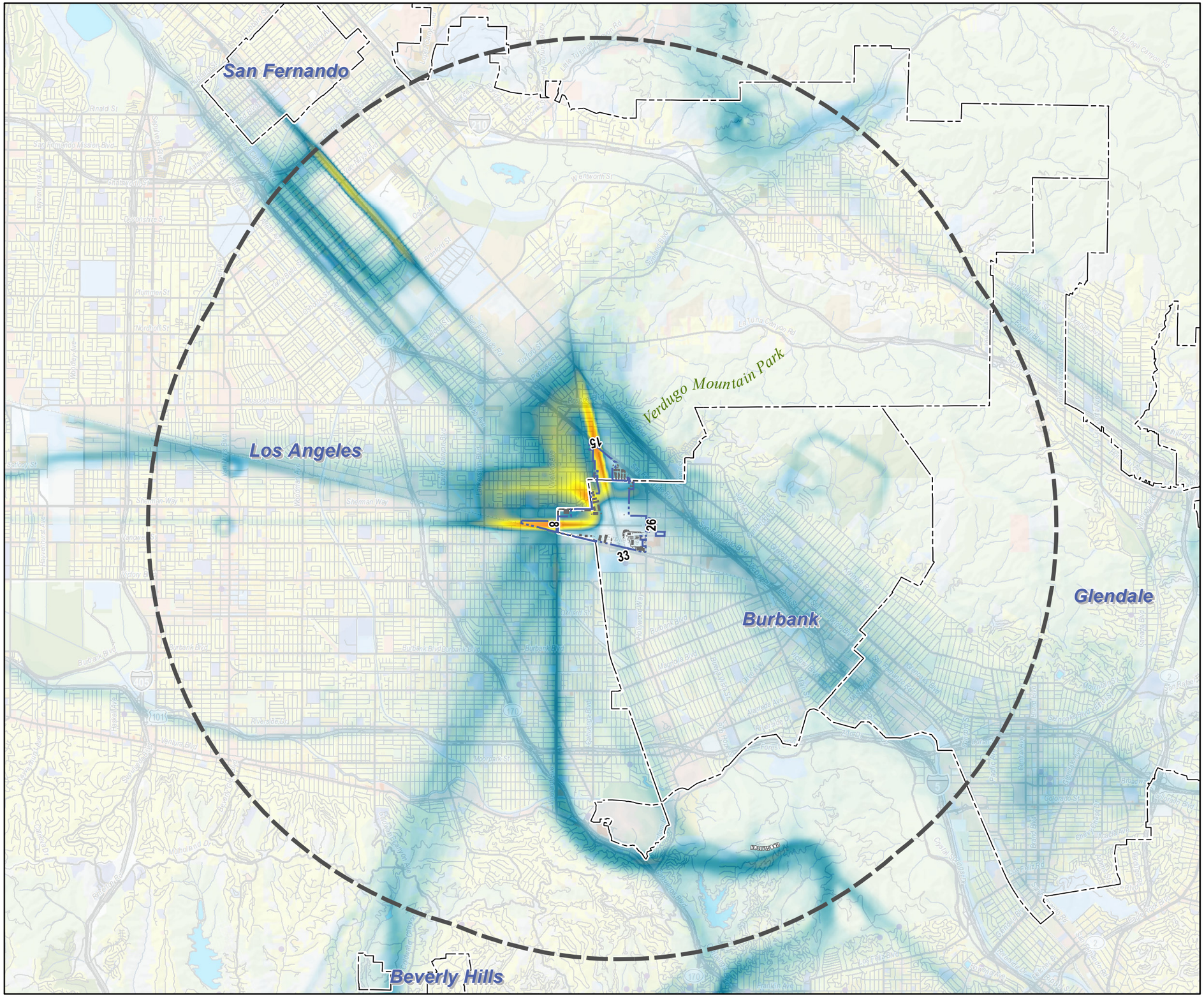
Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

0 — 8,000 — 16,000 Feet

Hollywood Burbank Airport
Part 150 STUDY

Figure 4-8:
Helicopter Departure Flight Track Density Plot
(February 1, 2023 - January 31, 2024)



- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Building
- Railroad
- Study Area

Flight Track Density - 4,721 Flight Tracks
Low — Medium — High

- 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
- National Register of Historic Places
- Hospital
- Library

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Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

0 — 8,000 — 16,000 Feet

Hollywood Burbank Airport

Part 150 STUDY

Figure 4-9:
Modeled Jet Arrival Flight Tracks

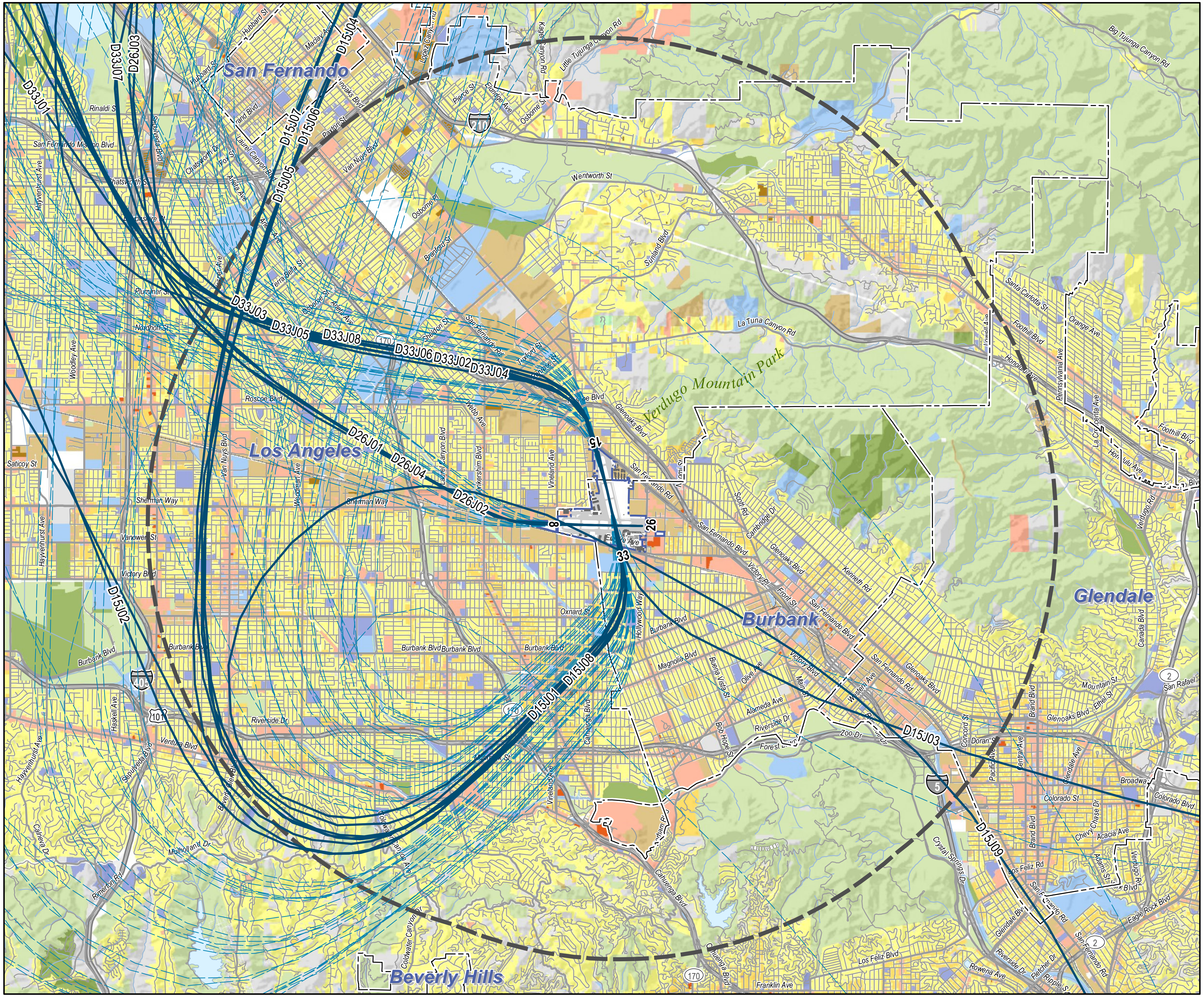
- Modeled Arrival Backbone Track
- Modeled Arrival Dispersed Track
- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Study Area
- Building
- Railroad
- Single Family Residential
- Multi-Family Residential
- Mobile Home
- Transient Lodging
- Public Use 1 (Noncompatible)
- Public Use 2 (Compatible)
- Commercial Use
- Manufacturing and Production
- Lake / Pond
- Agriculture
- Recreation / Open Space
- Golf Course
- Vacant / Undefined

DRAFT - Subject to Change

Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

0 8,000 16,000 Feet

hmmh



Hollywood Burbank Airport

Part 150 STUDY

Figure 4-10:
Modeled Jet Departure Flight Tracks

- Modeled Departure Backbone Track (21)
- Modeled Dispersed Dispersed Track (80)
- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Building
- Railroad
- Study Area
- 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

DRAFT - Subject to Change

Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

0 8,000 16,000 Feet

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Hollywood Burbank Airport

Part 150 STUDY

Figure 4-11:
Modeled Non-Jet Arrival Flight Tracks

- Modeled Arrival Backbone Track
- Modeled Arrival Dispersed Track
- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Study Area
- 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

DRAFT - Subject to Change

Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

0 8,000 16,000 Feet

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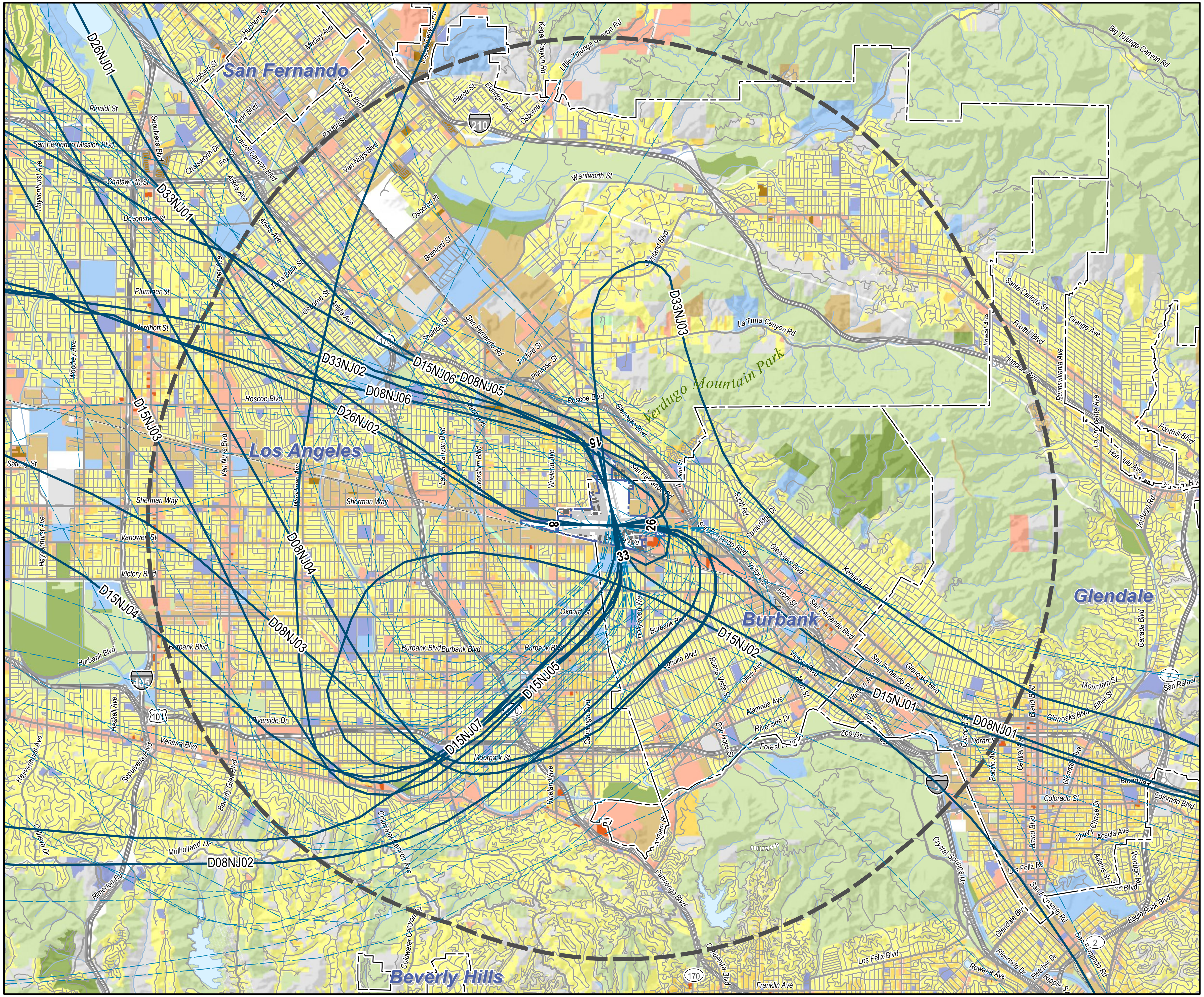
Hollywood Burbank Airport

Part 150 **STUDY**

Figure 4-12:
Modeled Non-Jet Departure Flight Tracks



- Modeled Departure Backbone Track (19)
- Modeled Dispersed Dispersed Track (46)
- Airport Boundary
- Runway / Taxiway
- Building
- Major / Minor Road
- Railroad
- Municipal Boundary
- Study Area
- 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

DRAFT - Subject to Change

Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

0 8,000 16,000 Feet

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Hollywood Burbank Airport Part 150 STUDY

Figure 4-13:
Modeled Helicopter Arrival Flight Tracks

- Modeled Arrival Backbone Track
- Modeled Arrival Dispersed Track

- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Building
- Railroad

- Study Area

- 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

DRAFT - Subject to Change

Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

0 8,000 16,000 Feet

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Hollywood Burbank Airport

Part 150 STUDY

Figure 4-14:
Modeled Helicopter Departure Flight Tracks

- Modeled Departure Backbone Track (14)
- Modeled Dispersed Dispersed Track (28)
- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Study Area
- 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

DRAFT - Subject to Change

Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

0 8,000 16,000 Feet

Hollywood Burbank Airport

Part 150 STUDY

Figure 4-15:
Sample Modeled Departure Flight Tracks with Radar Departure Tracks

- Modeled Departure Backbone Track (8)
- Modeled Dispersed Dispersed Track (24)
- Radar Track (10% Sample)
- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Building
- Railroad
- Study Area
- Recreation / Open Space
- Golf Course
- Lake / Pond

DRAFT - Subject to Change

Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

0 8,000 16,000 Feet

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4.6 Runway Utilization

The primary factor affecting runway use at airports is weather, i.e., the wind direction and speed. Additional factors include the configuration of the airspace within which the airport resides (i.e., Southern California Metroplex for BUR, which is served by the Southern California TRACON)[14] and the position of airport facilities, including passenger terminals, general aviation ramps, FBOs, and other unique factors related to an airport's configuration relative to the position and direction of the runways.

Table 4-12 presents runway use rates used for various categories of fixed-wing operations in the AEDT: day arrivals, evening arrivals, night arrivals, day departures, evening departures and night departures. Since military operations are never fully represented in the radar data sample due to security reasons, it is assumed for modeling purposes that military aircraft operate within the typical patterns as other aircraft; therefore, the military category was assigned the same runway use percentages as the air carrier jet category. Table 4-13 presents helipad use rates used for various categories of rotary-wing operations in the AEDT: day arrivals, evening arrivals, night arrivals, day departures, evening departures and night departures. Graphical depictions of jet arrival, non-jet arrival, jet departure, and non-jet departure runway use percentages are shown in Figures 4-16 through 4-19.

Based on a review of ANOMS data, and conversations with the BGPAA, for noise modeling purposes, all helicopters operate from two designated helipads. Police helicopter operations occur at the northern helipad and all other helicopter operations occur at the southern helipad.

Table 4-12. Runway Utilization for Fixed-Wing Aircraft

Source: HMMH 2024, BUR ANOMS

Category	Propulsion Class	Operation Type	Time of Day	Runway				Total
				15	33	8	26	
Air Carrier	Jet	Arrivals	Day	1.8%	5.1%	93.1%	<0.1%	**100.0%**
			Evening	1.9%	4.8%	93.3%	0.0%	**100.0%**
			Night	1.8%	3.5%	94.7%	0.0%	**100.0%**
		Departures	Day	94.6%	4.1%	0.0%	1.3%	**100.0%**
			Evening	93.7%	4.5%	0.0%	1.8%	**100.0%**
			Night	94.6%	4.0%	0.0%	1.4%	**100.0%**
	Non-jet	Arrivals	Day	0.0%	0.0%	0.0%	0.0%	**0%**
			Evening	0.0%	0.0%	0.0%	0.0%	**0%**
			Night	0.0%	0.0%	0.0%	0.0%	**0%**
		Departures	Day	0.0%	0.0%	0.0%	0.0%	**0%**
			Evening	0.0%	0.0%	0.0%	0.0%	**0%**
			Night	0.0%	0.0%	0.0%	0.0%	**0%**
Air Taxi	Jet	Arrivals	Day	7.6%	5.1%	87.3%	<0.1%	**100.0%**
			Evening	1.0%	4.1%	94.8%	0.1%	**100.0%**
			Night	6.2%	6.4%	87.3%	0.0%	**100.0%**
		Departures	Day	94.2%	5.5%	0.0%	0.3%	**100.0%**

[14] Terminal Radar Approach Control. A TRACON is a term used in the U.S. for the control in charge of operations around one or more large airports.

Category	Propulsion Class	Operation Type	Time of Day	Runway				Total
				15	33	8	26	
			Evening	93.8%	5.0%	0.0%	1.2%	**100.0%**
			Night	93.5%	3.4%	0.0%	3.1%	**100.0%**
	Non-jet	Arrivals	Day	22.4%	4.8%	72.4%	0.3%	**100.0%**
			Evening	21.7%	8.3%	68.3%	1.7%	**100.0%**
			Night	16.3%	3.3%	80.3%	0.0%	**100.0%**
		Departures	Day	78.7%	4.6%	16.6%	0.1%	**100.0%**
			Evening	48.4%	5.4%	45.2%	0.9%	**100.0%**
			Night	52.6%	32.3%	13.8%	1.4%	**100.0%**
General Aviation	Jet	Arrivals	Day	4.2%	5.2%	90.5%	0.1%	**100.0%**
			Evening	3.5%	8.0%	88.5%	0.0%	**100.0%**
			Night	10.4%	6.7%	83.0%	0.0%	**100.0%**
		Departures	Day	93.6%	6.0%	0.0%	0.4%	**100.0%**
			Evening	90.8%	7.9%	0.0%	1.4%	**100.0%**
			Night	88.9%	7.2%	0.0%	3.9%	**100.0%**
	Non-jet	Arrivals	Day	34.9%	3.6%	60.7%	0.9%	**100.0%**
			Evening	34.3%	4.8%	59.9%	1.0%	**100.0%**
			Night	21.8%	3.6%	73.6%	0.9%	**100.0%**
		Departures	Day	61.5%	5.1%	29.7%	3.7%	**100.0%**
			Evening	56.3%	3.2%	37.3%	3.2%	**100.0%**
			Night	69.9%	2.9%	24.3%	2.9%	**100.0%**
Military	Jet	Arrivals	Day	1.8%	5.1%	93.1%	<0.1%	**100.0%**
			Evening	1.9%	4.8%	93.3%	0.0%	**100.0%**
			Night	1.8%	3.5%	94.7%	0.0%	**100.0%**
		Departures	Day	94.6%	4.1%	0.0%	1.3%	**100.0%**
			Evening	93.7%	4.5%	0.0%	1.8%	**100.0%**
			Night	94.6%	4.0%	0.0%	1.4%	**100.0%**
	Non-jet	Arrivals	Day	1.8%	5.1%	93.1%	<0.1%	**100.0%**
			Evening	1.9%	4.8%	93.3%	0.0%	**100.0%**
			Night	1.8%	3.5%	94.7%	0.0%	**100.0%**
		Departures	Day	94.6%	4.1%	0.0%	1.3%	**100.0%**
			Evening	93.7%	4.5%	0.0%	1.8%	**100.0%**
			Night	94.6%	4.0%	0.0%	1.4%	**100.0%**

Note: Totals may not match exactly due to rounding.

Table 4-13. Runway Utilization for Rotary-Wing Aircraft

Source: HMMH 2024, BUR ANOMS

Category	Propulsion Class	Operation Type	Time of Day	Helipad		Total
				HP-N	HP-S	
Air Carrier	Helicopter	Arrivals	Day	-	-	-
			Evening	-	-	-
			Night	-	-	-
		Departures	Day	-	-	-
			Evening	-	-	-
			Night	-	-	-
Air Taxi	Helicopter	Arrivals	Day	0.0%	100.0%	**100.0%**
			Evening	0.0%	100.0%	**100.0%**
			Night	0.0%	100.0%	**100.0%**
		Departures	Day	0.0%	100.0%	**100.0%**
			Evening	0.0%	100.0%	**100.0%**
			Night	0.0%	100.0%	**100.0%**
General Aviation	Helicopter	Arrivals	Day	11.8%	88.2%	**100.0%**
			Evening	23.6%	76.4%	**100.0%**
			Night	42.4%	57.6%	**100.0%**
		Departures	Day	4.4%	95.6%	**100.0%**
			Evening	24.7%	75.3%	**100.0%**
			Night	35.9%	64.1%	**100.0%**
Military	Helicopter	Arrivals	Day	0.0%	100.0%	**100.0%**
			Evening	0.0%	0.0%	**0.0%**
			Night	0.0%	0.0%	**0.0%**
		Departures	Day	0.0%	100.0%	**100.0%**
			Evening	0.0%	100.0%	**100.0%**
			Night	0.0%	0.0%	**0.0%**

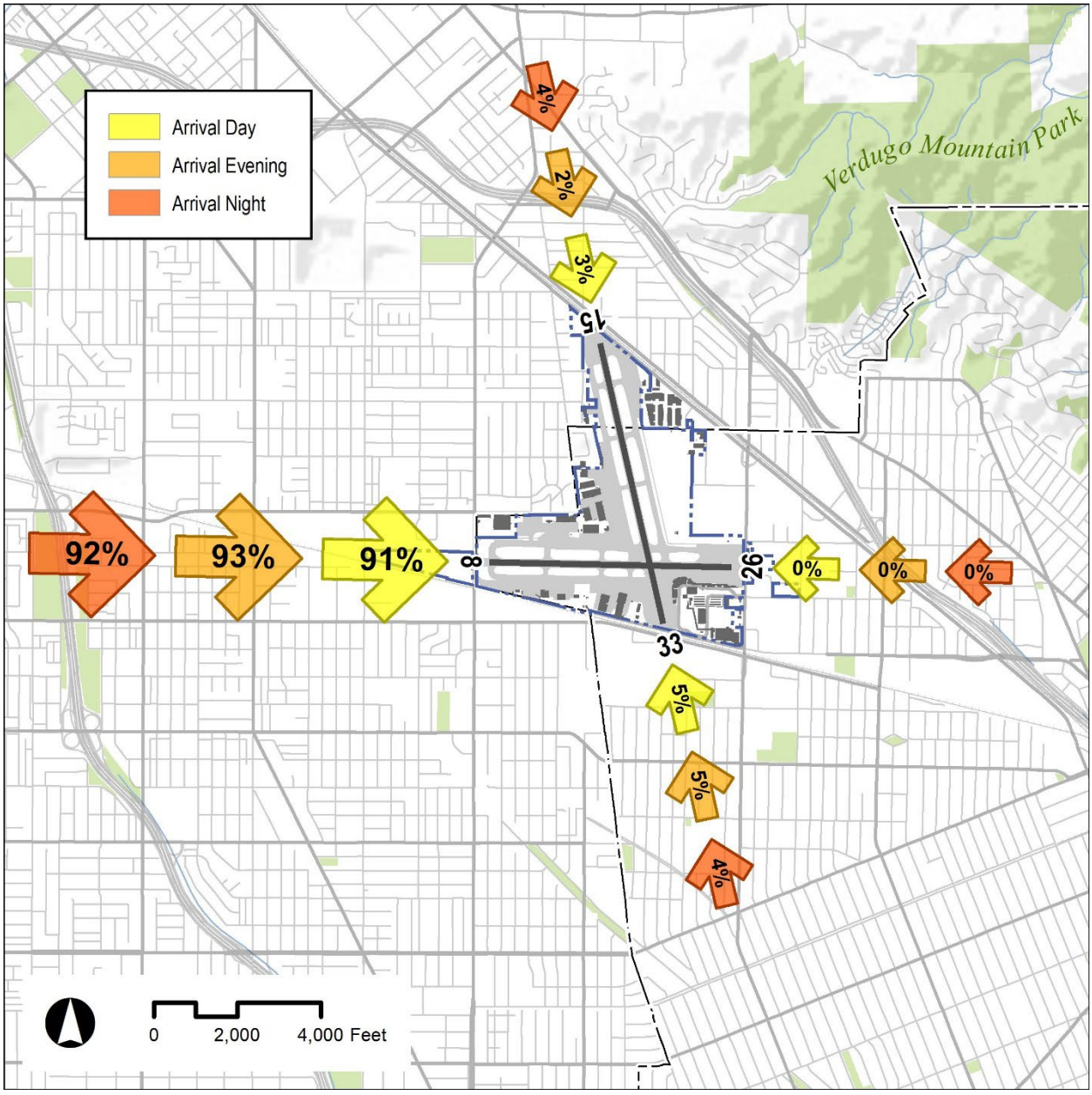

Figure 4-16. Jet Arrival Runway Use Percentages

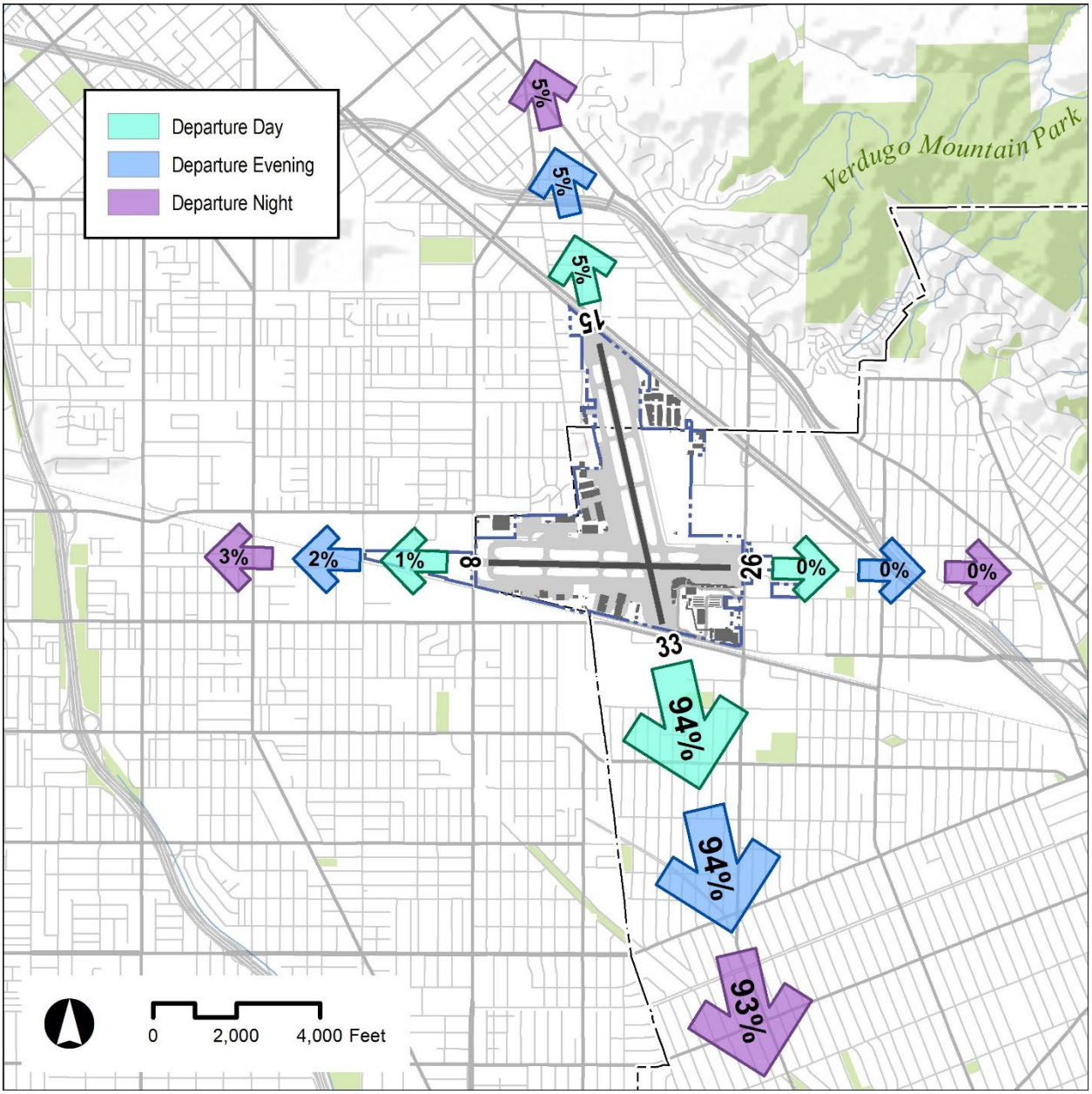

Figure 4-17. Jet Departure Runway Use Percentages

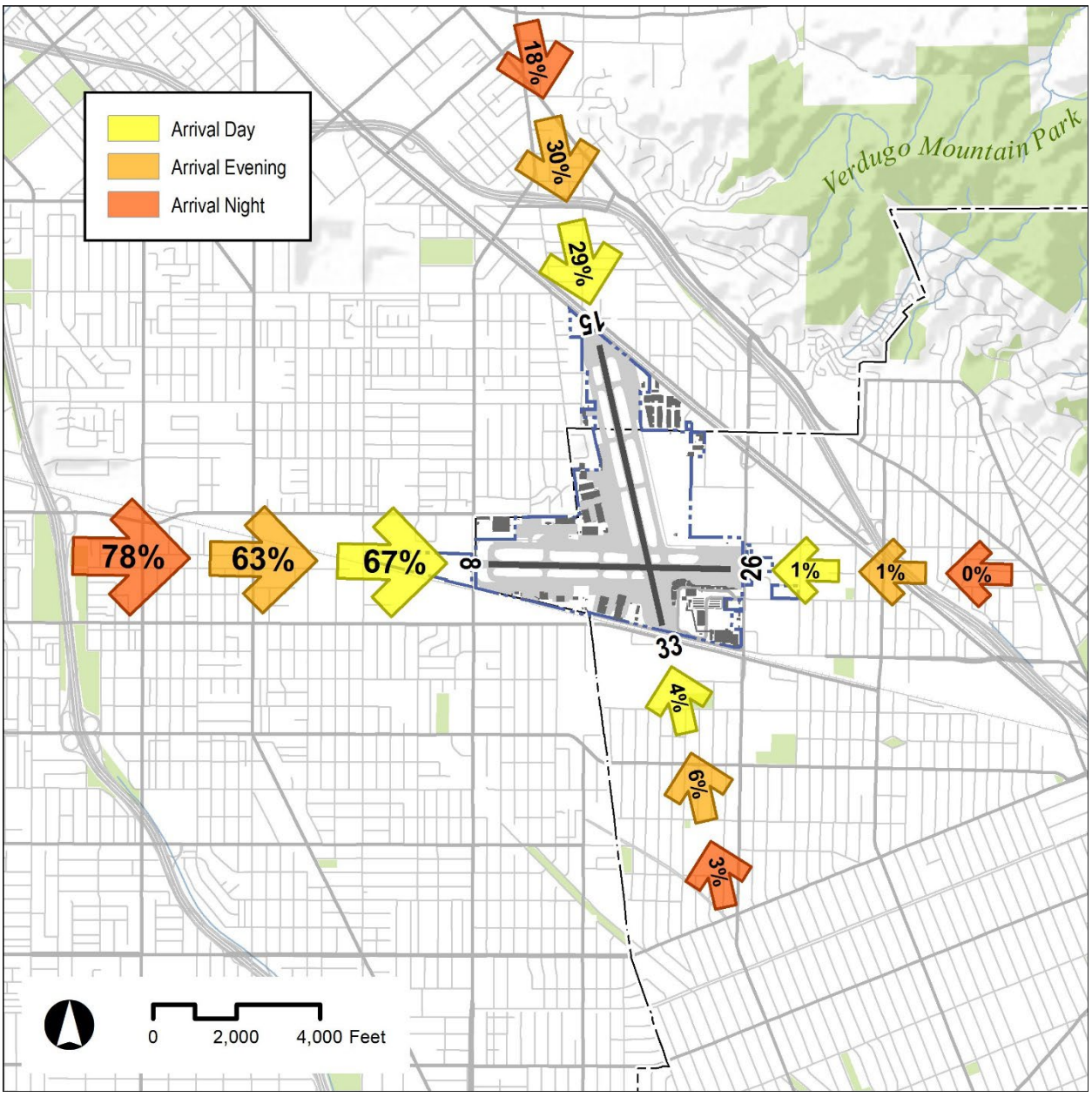

Figure 4-18. Non-Jet Arrival Runway Use Percentages

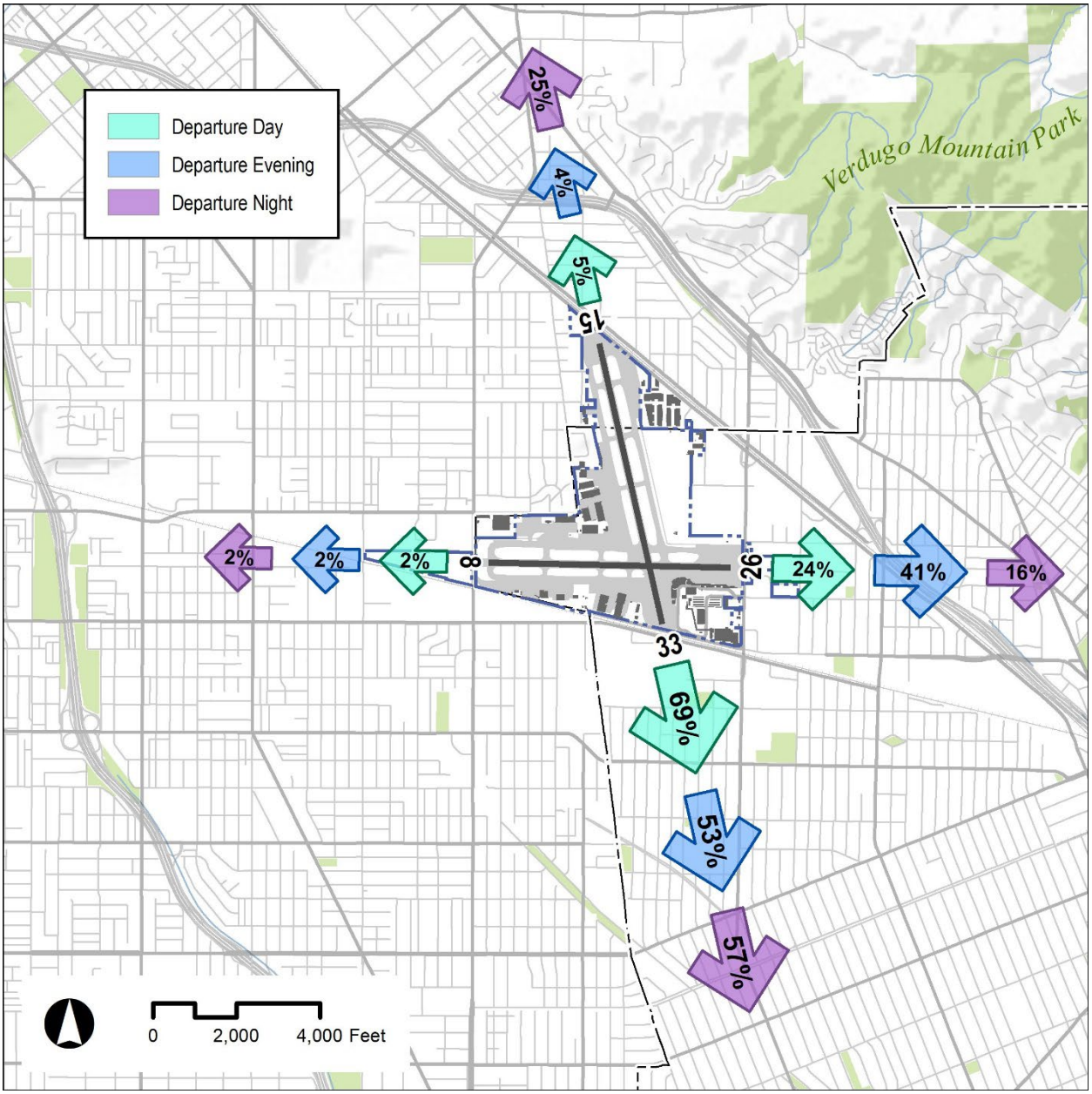

Figure 4-19. Non-Jet Departure Runway Use Percentages

4.7 Meteorological Conditions

AEDT has several settings that affect aircraft performance profiles and sound propagation based on meteorological data. Meteorological settings include average annual temperature, barometric pressure, and relative humidity at the airport. AEDT holds the following default values for annual average weather conditions at BUR and these values are used for all noise modeling:

- Temperature: 64.86 °F
- Station Pressure: 988.39 mbar
- Sea Level Pressure: 1013.95 mbar
- Relative humidity: 51.3%
- Dew point: 46.4° F
- Wind Speed: 4.55 knots

4.8 Terrain Data

Terrain data describes the elevation of the ground surrounding the airport and airport property. AEDT uses terrain data to adjust the ground level under the flight paths. The terrain data does not change the aircraft's performance or noise levels but alters the vertical distance between the aircraft and a "receiver" on the ground. This affects assumptions about how noise propagates over ground. HMMH obtained the terrain data around BUR from the United States Geological Survey (USGS) National Elevation Dataset with one-third arc second (approximately 33 feet) resolution. Terrain data is utilized in conjunction with the terrain features of the AEDT in the generation of the noise contours.

5. 2025 and 2030 Noise Exposure Maps

The fundamental elements of an NEM are the noise exposure contours representing 5-decibel-increment contours using the DNL metric for existing and forecast conditions (2025 and 2030, respectively), presented over land use maps depicting the airport layout, local land-use control jurisdictions, major land-use categories, discrete non-residential noise-sensitive sites, and other information required by Part 150.

This chapter presents the BUR modeled aircraft noise exposure contours for calendar year 2025 (the existing condition) and 2030 (the five-year forecast condition), and the associated land use compatibility.

5.1 Noise Exposure Map Figures

Figures 5-1 and 5-2 represent the draft Noise Exposure Maps, meeting FAA compliance with Part 150 pursuant to §150.21.[15] As noted in item IV.D of Part 150 Noise Exposure Maps Checklist, Part 150 requires that Noise Exposure Maps depict the 65, 70, and 75 CNEL noise contours. The scale on these figures is 1 inch to 2,000 feet, which is the minimum scale as required by §A150.103(b)(1) of Part 150. The two figures contain all graphical elements that Part 150 requires on NEMs, with the exception of flight tracks, which Part 150 permits airports to submit in supplemental graphics (see Section 5.6). After the public comment period for this draft NEM, they will be submitted to the FAA in anticipation of their acceptance in meeting the standards set forth in Part 150.

Figures 5-1 and 5-2 present the draft NEM for existing (2025) and five-year forecast conditions (2030). These figures show the avigation easements locations.

The forecast conditions Noise Exposure Map is overlaid on a base map that shows generalized future land use based on County of Los Angeles Open Geospatial Data. Existing land use data is parcel based while future land use data is generalized. Figure 5-3 shows both sets of NEM contours on the existing condition land use base map for easy comparison between the existing and forecast contour sets.

Comparison of the 2025 and 2030 contours, as depicted in Figure 5-3, shows that the area within the 65 CNEL contours is expected to increase very slightly in the west lobe for the 2030 forecast year, resulting in only small increases to incompatible land uses.

[15] Large-scale versions of these figures showing the official Noise Exposure Maps, Figures 5-1 and 5-2, and the full extent of the study area can be found in the back pocket of this document in print.

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Sponsor's Certification

The Noise Exposure Map and accompanying documentation for the Noise Exposure Map for Hollywood Burbank Airport, including the description of consultation and opportunity for public involvement, submitted in accordance with Title 14 Code of Federal Regulations Part 150, Airport Noise Compatibility Planning, are hereby certified as true and complete under penalty of 18 United States Code § 1001. It is hereby certified that interested persons have been afforded adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of the forecast aircraft operations.

John T. Hatanaka
Executive Director
Hollywood Burbank Airport

Date of Signature

Hollywood Burbank Airport

Part 150 STUDY

Figure 5-1:
2025 CNEL Noise Contour

- 2025 CNEL Noise Contour (65-75 dB CNEL)
- ANOMS Noise Monitor Location (Monitor 8 and 17 No Longer in Service)
- Airport Boundary
- Runway / Taxiway
- Building
- Major / Minor Road
- Railroad
- Municipal Boundary

Residential Sound Insulation Program (RSIP)
- Complete, Single Family Residential (1,783)
- Complete, Multi-Family Residential (662)
- Complete, School (5)

- 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
- Hospital
- Place of Worship
- Library
- Daycare
- National Register of Historic Places

DRAFT - Subject to Change

Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

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Sponsor's Certification

The Noise Exposure Map and accompanying documentation for the Noise Exposure Map for Hollywood Burbank Airport, including the description of consultation and opportunity for public involvement, submitted in accordance with Title 14 Code of Federal Regulations Part 150, Airport Noise Compatibility Planning, are hereby certified as true and complete under penalty of 18 United States Code § 1001. It is hereby certified that interested persons have been afforded adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of the forecast aircraft operations.

John T. Hatanaka
Executive Director
Hollywood Burbank Airport

Date of Signature

Hollywood Burbank Airport

Part 150 STUDY

Figure 5-2:
2030 CNEL Noise Contour

- 2030 CNEL Noise Contour (65-75 dB CNEL)
- ANOMS Noise Monitor Location (Monitor 8 and 17 No Longer in Service)
- Airport Boundary
- Runway / Taxiway
- Building
- Major / Minor Road
- Railroad
- Municipal Boundary

Residential Sound Insulation Program (RSIP)

- Complete, Single Family Residential (1,783)
- Complete, Multi-Family Residential (662)
- Complete, School (5)

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- Vacant / Undefined

- School
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- Library
- Daycare
- National Register of Historic Places

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Hollywood Burbank Airport Part 150 STUDY

Figure 5-3:
Comparison of 2025 and 2030 CNEL Noise Contour

- 2025 CNEL Noise Contour (65-75 dB CNEL)
- 2030 CNEL Noise Contour (65-75 dB CNEL)
- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Building
- Railroad

Residential Sound Insulation Program (RSIP)
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- Complete, Multi-Family Residential (662)
- Complete, School (5)

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- Golf Course
- Vacant / Undefined

- School
- Hospital
- Place of Worship
- Library
- Daycare
- National Register of Historic Places

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Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

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5.2 Land Use Compatibility within 2025 and 2030 Noise Exposure Maps

Based on the FAA's land use compatibility guidelines presented in Table 2-1, the following land uses are potentially incompatible with aircraft noise exposure, within the 65 CNEL contours:

- Residential land use within the 65 dB and higher contours (shown in various shades of yellow or beige in the figures. This includes residential elements of areas shown as "Mixed Use").
- Residential homes on agricultural land within 65 dB and higher contours.
- Public and private schools within 65 dB and higher contours.
- Places of worship within 65 dB and higher contours.
- Auditoriums, concert halls, and public meeting areas within 65 dB and higher contours.
- Government service, Manufacturing and Wholesale Trade, General Sales and Services,
- Transportation, Communication, and Utilities buildings within the 70 dB and higher contours.

These potential incompatible land uses fall into two principal categories: (1) discrete noise sensitive receptors (e.g., educational facilities and houses of worship), and (2) residential units.

As required under Part 150, Table 5-1 provides a land use compatibility analysis, including estimations of the population and housing units exposed to CNEL greater than 65 dB. The land use analysis shows that 339 residential units and 4 noise-sensitive parcels are potentially incompatible with noise from BUR aircraft operations under the 2030 forecast condition. Of the 339 residential units identified as potentially incompatible under the 2030 forecast, approximately 59 units (across 42 parcels) have declined participation. Additional units may be excluded due to factors such as local code restrictions or other eligibility limitations. The FAA considers all land uses compatible that are exposed to CNEL less than 65. Potential incompatible properties are identified as INC. in Table 5-1.

Table 5-1. Existing 2025 and Forecast 2030 Land Use Compatibility

Contour Interval	Population US Census 2020						Housing Units[1]					
	2025			2030			2025			2030		
	Total	RATP	INC.	Total	RATP	INC.	Total	RATP	INC.	Total	RATP	INC.
65-70 CNEL	2,817	1,658	1,159	2,889	1,597	1,292	868	592	276	907	568	339
70-75 CNEL	13	6	7	13	8	5	3	2	1	2	3	0
>75 CNEL	0	0	0	0	0	0	0	0	0	0	0	0
Total within 65 CNEL	**2,830**	**1,664**	**1,166**	**2,902**	**1,605**	**1,297**	**871**	**594**	**277**	**909**	**571**	**339**

Notes:
RATP = Residential acoustic treatment program (RATP) compatible
INC = Potential incompatible properties are identified as INC.
1. The assumed number of occupants per housing unit is 2.5.
Sources: HMMH 2025

The draft NEMs also show the locations of the identified potentially noise-sensitive non-residential receptors with noise levels of CNEL 65 dB or greater for either of the draft NEM conditions. The identified noise-sensitive locations could be compatible or incompatible with the aircraft noise level, depending on the building's outdoor-to-indoor Noise Level Reduction (NLR). The appropriate NLR for each activity is specified in the FAA's Land Use Compatibility table provided for reference in Chapter 2. The facilities identified in Table 5-2, which are all in the CNEL 65-70 dB contour interval, would require an NLR of 25 dB. The NLR provided by the building is only beneficial for activities within the facilities' structure and does not provide benefit for outdoor activities.

Table 5-2. Existing (2025) and Forecast (2030) Inventory of Noise-Sensitive Sites

Contour Interval	2025						2030					
	Educational Facilities	Places of Worship	Library	Hospital	Daycare	NRHP	Educational Facilities	Places of Worship	Library	Hospital	Daycare	NRHP
65-70 CNEL	0	1	0	0	2	1	0	1	0	0	2	1
70-75 CNEL	0	0	0	0	0	0	0	0	0	0	0	0
>75 CNEL	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	2	1	0	1	0	0	2	1

Notes:
NRHP = National Register of Historic Places
Source: HMMH 2025

To support identification of the differences between the 2025 and 2030 contours, Figure 5-4, Figure 5-5, and Figure 5-6 show three different geographic ends of the contours at a zoomed-in scale.

Hollywood Burbank Airport

Part 150 STUDY

Figure 5-4:
Comparison of 2025 and 2030 CNEL Noise Contour - Northeast Zoom

- 2025 CNEL Noise Contour (65-75 dB CNEL)
- 2030 CNEL Noise Contour (65-75 dB CNEL)
- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Building
- Railroad

Residential Sound Insulation Program (RSIP)
- Complete, Single Family Residential (1,783)
- Complete, Multi-Family Residential (662)
- Complete, School (5)

- 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
- Hospital
- Place of Worship
- Library
- Daycare
- National Register of Historic Places

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Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

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Hollywood Burbank Airport

Part 150 STUDY

Figure 5-5:
Comparison of 2025 and 2030 CNEL Noise Contour - South Zoom

- 2025 CNEL Noise Contour (65-75 dB CNEL)
- 2030 CNEL Noise Contour (65-75 dB CNEL)
- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Building
- Railroad

Residential Sound Insulation Program (RSIP)
- Complete, Single Family Residential (1,783)
- Complete, Multi-Family Residential (662)
- Complete, School (5)

- 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

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Hollywood Burbank Airport

Part 150 STUDY

Figure 5-6:
Comparison of 2025 and 2030 CNEL Noise Contour - West Zoom

- 2025 CNEL Noise Contour (65-75 dB CNEL)
- 2030 CNEL Noise Contour (65-75 dB CNEL)
- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Building
- Railroad

Residential Sound Insulation Program (RSIP)
- Complete, Single Family Residential (1,783)
- Complete, Multi-Family Residential (662)
- Complete, School (5)

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- Recreation / Open Space
- Golf Course
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- School
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- Daycare
- National Register of Historic Places
- Hospital
- Library

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Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.

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6. Stakeholder Engagement

One of the opportunities afforded by a Part 150 study is stakeholder engagement. This chapter describes ongoing outreach efforts conducted (or will be conducted) throughout the development of the NEM documentation to engage airport stakeholders. Stakeholders and those interested in airport noise compatibility planning are afforded an ongoing opportunity to learn about the Study and provide comments during this Part 150 Study. The various mechanisms used during the course of this Part 150 Study to provide effective stakeholder engagement are described in the subsections below.

6.1 Technical Advisory Committee

Table 6-1 provides the list of organizations and technical stakeholders that were invited to participate on the Technical Advisory Committee (TAC). Regulations governing the stakeholder consultation portions of the Part 150 process are found at 14 CFR 150.21 (b) and 14 CFR 150.105(a). While a TAC is not specifically described in Part 150, BGPAA created a TAC as part of this Part 150 study in an effort to provide robust outreach and feedback related to all aspects of the study. Not all member organizations invited to the TAC chose to send a representative, but a broad range of representatives have taken part, and all members will be invited to each meeting whether or not they attended previous meetings. These representatives will be provided multiple opportunities through the TAC to submit their views, data, and comments concerning the correctness and adequacy of the draft NEM documentation and descriptions of forecast aircraft operations, as described in 150.21(b).

Table 6-1. Member Organizations on the Technical Advisory Committee

States, Public Agencies or Planning Agencies	Federal Aviation Administration (FAA)	Regular Aeronautical Users of the Airport
• Hollywood Burbank Airport • Burbank-Glendale-Pasadena Airport Authority (BGPAA) • LA County Airport Land Use Commission • City of Burbank Land Use Planner* • City of Los Angeles Land Use Planner • The State of California Aeronautics Division**	• FAA Airport Traffic Control Tower (ATCT) • FAA Western-Pacific Regional Airports Division • FAA Los Angeles Airports District Office (ADO)	• National Business Aviation Association (NBAA)* • Airlines: Alaska*, JetBlue*, Southwest, Spirit • Cargo Carriers: FedEx*, UPS*, Harbor Freight* • Fixed Base Operators: Atlantic Aviation, Million Air
* Invited but has not attended as of March 14, 2025. ** Invited May 2025 Source: HMMH		

BUR scheduled TAC meetings for which the Study Team served as meeting facilitators, presented information, and engaged the members in appropriate discussions to assist in the validation of the collected information. Major topics discussed (or will be discussed) at each of the TAC meetings are presented in Table 6-2. Presentation slides from TAC meetings are provided in Appendix D.

Table 6-2. Technical Advisory Committee Meetings

Meeting Number	Date	Topics Covered
1	1/30/2025	Overview of the Part 150 process, the TAC, and roles and responsibilities
2	3/27/2025	Review of noise modeling inputs.
3	5/22/2025	Review of noise modeling results and draft NEM.
4	Fall 2025	Review of existing NCP.
Source: HMMH		

6.2 Citizen's Advisory Committee

The BGPAA Airport Commission asked the cities of Burbank, Glendale, and Pasadena to appoint three representatives to serve on the CAC and represent their respective constituencies. A nine-member Citizen's Advisory Committee (CAC) was assembled in accordance with Authority Commission Resolution 488 (or any successor). Additionally, in March 2025, the Airport Commission approved the invitation of three representatives from the City of Los Angeles to participate as non-voting members of the CAC. CAC members are responsible for participating in CAC meetings, distributing information about the Study to their constituencies, providing input on the Study, and reviewing and commenting on Study-related information and documentation when necessary.

Not all representatives invited to the CAC were able to attend, but a broad range of representatives have taken part, and all members will be invited to each meeting whether or not they attended previous meetings. These representatives will be provided multiple opportunities through the CAC to submit their views, data, and comments concerning the correctness and adequacy of the draft NEM documentation.

BUR scheduled CAC meetings for which the Study Team served as meeting facilitators, presented information, and engaged the members in appropriate discussions. All CAC meetings are open to the public in compliance with the Brown Act. Major topics discussed (or will be discussed) at each CAC meeting are presented in Table 6-3. Presentation slides from the CAC meetings are provided in Appendix D.

Table 6-3. Citizen's Advisory Committee Meetings

Meeting Number	Date	Topics Covered
1	1/30/2025	Overview of the Part 150 process, the TAC, and roles and responsibilities
2	3/27/2025	Review of noise modeling inputs.
3	5/22/2025	Review of noise modeling results and draft NEM.
4	Fall 2025	Review of existing NCP.
Source: HMMH		

6.3 Public Open Houses

Members of the public are given opportunities to follow the Study's progress and provide input. The public is encouraged to stay abreast of progress by visiting the Study website at https://www.hollywoodburbankairport.com/noise/part-150-study-update, reviewing the project email updates, participating in the public open houses, and submitting comments on the Study.

The Study Team members as well as BGPAA staff served as facilitators at various stations at the first public open house to discuss the project and answer questions from the public. The first public open house was held at the beginning of the Study to introduce the Part 150 process and schedule. The second open house will focus on presenting the Draft Noise Exposure Maps, while the third will aim to gather public input for the Draft NCP. The second open house will be held during the public comment period for this Draft NEM document and will present information on the aviation forecast, with a focus on the resulting noise exposure contours and land use compatibility. The public open house events are summarized in Table 6-4. Open house materials are provided in Appendix D.

BGPAA shared the public open house information with TAC and CAC members and elected officials to share with their constituencies. Additionally, for the first public open house, BGPAA posted notices to the Study website and social media accounts on the BUR Facebook (@BURAirport) and X (@BUR_Airport). Flyers were also distributed at public counters, and email updates were sent out to the study sign-ups list. Print and online newspaper advertisements were posted in the following publications: *MyBurbank, Burbank Leader, El Clasificado, and Asbarez.* Approximately 1,400 flyers were delivered to neighborhoods near the airport.

In addition to the above activity, to announce the second public open house, the Airport will update the Study webpage, release email updates, and mail postcards. Over 3,000 postcards will be sent to residences in communities immediately surrounding the airport. The postcard will contain information about the open house, as well as a QR code that links to the Part 150 website and a digital copy of the draft Noise Exposure Map report for review.

Table 6-4. Public Meetings

Meeting Number	Date	Topics Covered
1	1/30/2025	Provided overview of Part 150 process, noise metrics, and roles and responsibilities of stakeholders.
2	5/22/2025	Present the results of Part 150 Update and the draft NEM Report prior to submittal to the FAA.
3	TBA	Solicit ideas for the Noise Compatibility Program (NCP).
4	TBA	Present the Draft NCP.
Source: HMMH		

6.4 Public Review and Comment on the Draft NEM Update

BUR will provide the draft NEM Update document for public review and comment from May 12, 2025, through June 11, 2025. An electronic version of the full draft NEM Update document will be posted on the Study website during the public review period. Hard copies (printed paper editions) of the document will be made available for public review at BUR in the airport terminal building. Additionally, the draft NEM update document will be available for public review at the following locations:

- BUR website: https://www.hollywoodburbankairport.com/noise/part-150-study-update/
- BUR: 2627 N Hollywood Way Burbank, CA 91505
- Burbank City Hall (Mayor's Office): 275 E Olive Ave, Burbank, CA 91502
- Burbank City Hall (Clerk's Office): 275 E Olive Ave, Burbank, CA 91502
- Sun Valley Branch Library: 7935 Vineland Ave, Sun Valley, CA 91352
- Pasadena City Hall: 100 Garfield Ave, Pasadena, CA 91101
- Pasadena Public Library: 285 E Walnut St, Pasadena, CA 91101

Please note: Location hours may vary and are subject to change.

The draft NEM Update document is the primary topic of the second public open house, to be held on May 22, 2025. The open house and draft NEM Update document availability and comment period will be publicized through the study website, airport social media accounts, TAC membership, a postcard mailing, and via an eBlast.

Public comments can be submitted in writing at the public open house or through the project email address (BURPart150Study@arellanoassociates.com) anytime throughout the project duration. The final NEM Update document will present all public comments received.

6.5 Project Email Updates

The Study Team is preparing email updates to keep the public informed throughout the Study process. These emails serve to announce upcoming open houses, provide reminders, and share open house materials. Emails are sent to Study stakeholders, including community members who attend CAC meetings and open houses, as well as individuals who sign up to receive updates on the Study webpage. Copies of the emails will be provided in the final version of Appendix D.

6.6 Study Webpage

The Authority created a dedicated webpage for Part 150 Study on its existing Hollywood Burbank Airport website. The webpage provides an overview of the Study, including its timeline, CAC and open house meeting details and additional engagement opportunities. It is also a main repository for all Study-related materials, resources, and open house presentations and exhibits. The webpage is regularly updated as new information becomes available. The BUR Part 150 Study webpage is found at https://www.hollywoodburbankairport.com/noise/part-150-study-update.