



May 16, 2025

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

NOTICE is hereby given that a regular meeting of the Citizen's Advisory Committee (CAC) for the Hollywood Burbank Airport Part 150 Study will be held Thursday, May 22, 2025 at 4:00 p.m. at the Elks Lodge, 2232 North Hollywood Way, Burbank, California 91505

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

REGULAR MEETING OF THE  
CITIZEN'S ADVISORY COMMITTEE (CAC)  
FOR THE HOLLYWOOD BURBANK AIRPORT PART 150 STUDY  
Elks Lodge  
Thursday, May 22, 2025  
4:00 p.m.

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

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

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

*The following activities are prohibited:*

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

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

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

## AGENDA

Thursday, May 22, 2025

1. Roll Call
  - A brief acknowledgement of Committee members in attendance to confirm quorum and document participation for the meeting.
2. Approval of Agenda
3. Approval of Minutes – March 27, 2025
4. Introductions & Welcome New Members
  - Introduction of the study team and Citizen's Advisory Committee members.
5. Public Comment
  - Opportunity for members of the public to address the Committee.
6. Committee Chair Selection
7. Roles and Responsibilities
  - Brief overview of the roles and responsibilities of stakeholders and the Committee.
8. Part 150 Overview
  - Summary of the Part 150 regulation and technical elements.
9. Noise Compatibility Program Implementation Status
  - Overview of the existing Noise Compatibility Program (NCP) implementation status.
10. Noise Modeling Summary
  - Summary of noise modeling process and inputs.
11. Draft Noise Exposure Maps
  - A review of the Noise Exposure Maps (NEMs), for 2025 Existing Conditions, and 2030 Forecast Conditions.
12. NEM Public Open House #2
  - A preview of the upcoming NEM Public Open House, to be held after the CAC meeting.
13. Next Steps, Schedule, and Project Contacts
  - Summary of the next steps, project schedule, and list of contact information for the Part 150 study.
14. Discussion
  - Opportunity for Committee members to ask questions regarding agenda-related items.
15. Adjournment

**MINUTES OF THE CITIZENS ADVISORY COMMITTEE MEETING  
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

**Thursday, March 27, 2025**

The Airport Authority held its second Part 150 Study Citizen's Advisory Committee meeting that was called to order on this date at the Sky Room at 4:02 PM by Gene Reindel, Vice President with HMMH. Stevie Espinoza, Deputy Project Manager Arellano Associates, announced a roll call and with a total of seven members of the committee present, a quorum was declared.

**1.Roll Call Present:**

Raymond Scholl, Laura Ioanou, Aurora Abracia, Adrian Fieda, Carl Povilaitis, Phlunte Riddle, Dino Barajas

**Absent:**

Martin Perlmutter, Rey Rodriguez

**Also Present:**

Authority Staff: Patrick Lammerding, Aaron Galinis, Maggie Martinez; HMMH Staff: Gene Reindel, Timothy Middleton; Mead&Hunt Staff: Corbett Smith, Ryk Dunkelberg; Arellano Associates Staff: Stevie Espinoza, Stacey Falcioni, Eric Davidian

**2.Approval of Agenda**

Gene Reindel, HMMH, called for the approval of the meeting agenda, and the agenda was unanimously approved.

**3.Approval of Minutes January 30,2025**

Gene Reindel, HMMH called for the approval of meeting minutes from the previous Citizens Advisory Committee Meeting. Carl Povilaitis (Glendale), motioned to approve the previous meeting minutes, Aurora Abracia (Glendale), seconded the motion for approval.

**4.Introductions**

Gene Reindel, HMMH, introduced the study team and CAC members

**5.Public Comment**

Seven members of the public provided public comments, including: Lauren Rittenberg, James Mackay, Wayne Willaims, Linda Clarke, Steve Wolf; Diane Rana Office of Assemblymember Schultz, Mehmet Berker -Los Angeles Council District 4

**6.Roles & Responsibilities**



The Citizen's Advisory Committee (CAC) serves as an advisory body for the Hollywood Burbank Airport Part 150 Noise Compatibility Study focused on gathering public input on aircraft noise issues and assisting in the update of the Noise Exposure Map (NEM) and Noise Compatibility Program (NCP). Members are responsible for reviewing technical materials, analyzing aircraft noise data, and providing community perspectives on land use compatibility. While CAC members represent their respective cities and contribute insights, the Authority Commission retains the discretion to accept or reject their recommendations and is responsible for submitting the final study to the FAA, which holds ultimate decision-making authority.

#### **7.Update on March 17<sup>th</sup> BGPAA Commission Meeting**

Gene Reindel, HMMH provided an BGPAA Commission overview of what took place during the March 17th BGPAA Airport Commission meeting. Mr. Reindel announced that the BGPAA Commission approved the City of Los Angeles to have three ex-officio members be added to the Citizens Advisory Committee. Members will be nominated by the City of Los Angeles and approved by the BGPAA Commission for approval.

#### **8.Committee Chair Selection Process**

Gene Reindel, HMMH, announced that the Citizens Advisory Committee members must select a committee chair. He asked the CAC members to deliberate on their decision before the next CAC meeting in May, during which a vote will be held to elect the chair.

#### **9. Part 150 Overview**

Gene Reindel, HMMH, described the Airport Noise Compatibility Program (NCP). Under FAA Part 150, the NCP attempts to abate and/or mitigate noncompatible aircraft noise identified in the Noise Exposure Maps (NEMs). It assesses noise abatement, land use planning, and mitigation measures, with FAA-approved actions eligible for federal funding. Regular updates ensure compliance, and public input is integral through workshops and comment periods.

#### **10.Aviation Forecast**

Corbett Smith, Mead & Hunt, presented the aviation forecast for Hollywood Burbank Airport (BUR) uses the 2024 FAA Terminal Area Forecast (TAF), as published in early 2025, as its baseline, supplemented by independent projections. Forecasts show steady growth in enplanements, commercial operations, and total aircraft operations through 2030. Passenger air carriers are expected to remain the largest share of operations, followed by

general aviation and air taxi activity. Military and cargo operations represent a small fraction. The forecast supports noise modeling and long-term planning, forming the foundation for evaluating future noise exposure and compatibility.

## **11.Land Use**

Gene Reindel, HMMH, discussed the land use analysis which involves collecting and reviewing zoning, population, and land use data to assess compatibility with aircraft noise levels. Special attention is given to noise-sensitive sites such as schools and places of worship. Draft land use maps are developed, then verified through windshield surveys in areas near the 65 dB CNEL contour. Local jurisdictions are asked to review and provide feedback or corrections. The goal is to ensure accurate mapping and identify any deficiencies in land use data that may affect noise compatibility planning.

## **12.Noise Model Input Overview**

The noise modeling for the Part 150 Study uses the FAA's Aviation Environmental Design Tool (AEDT) to evaluate exposure to noise from aircraft operations for 2025 (existing) and 2030 (forecast) conditions. Model inputs include detailed data on aircraft operations, fleet mix, runway use, flight tracks, weather, terrain, and airport layout. Flight track data was developed from 12 months of flight track and identification data, resulting in 385 model tracks (103 backbone and 282 sub-tracks) for jets, non-jets, and helicopters. The modeling also accounts for day-evening-night splits and stage length (as a surrogate to aircraft takeoff weight) to represent operational variations. This comprehensive input ensures accurate noise contour mapping, which will support the development of the Noise Exposure Map (NEM) and inform noise abatement and mitigation strategies.

## **13.Next Steps, Schedule Project Contacts**

Gene Reindel, HMMH mentioned the project contacts and for the Part 150 Study include a dedicated project website for updates and resources, an email contact [BURPart150Study@arellanoassociates.com](mailto:BURPart150Study@arellanoassociates.com) for inquiries, and Timothy Middleton, C.M., as the Project Manager for direct communication. The next Citizens Advisory Meeting is scheduled for May 22, 2025.

## **14.Discussion**

Following the presentation, committee members engaged in a discussion, raising a total of four questions and comments to the study team.



Hollywood  
Burbank  
Airport



## Part 150 STUDY

# Noise Compatibility Study Citizen's Advisory Committee Meeting #3 May 22, 2025



INTRODUCTIONS

# Study Team



**Aaron Galinis**  
Project Manager

**Patrick Lammerding**  
Deputy Executive Director  
Operations, Security, &  
SMS

**Maggie Martinez**  
Director, Noise &  
Environmental Affairs



**Tim Middleton**  
Project Manager

**Mariano Sarrate**  
Asst. Project Manager

**Gene Reindel**  
Principal-in-Charge



**Kate Andrus**  
NCP Manager

**Ryk Dunkelberg**  
Regulatory Advisor

**Corbett Smith**  
Aviation Forecaster



**Stacey Falcioni**  
Outreach Strategist

**Stevie Espinosa**  
Outreach Manager

**AIRPORT**

**PROJECT TEAM**





INTRODUCTIONS

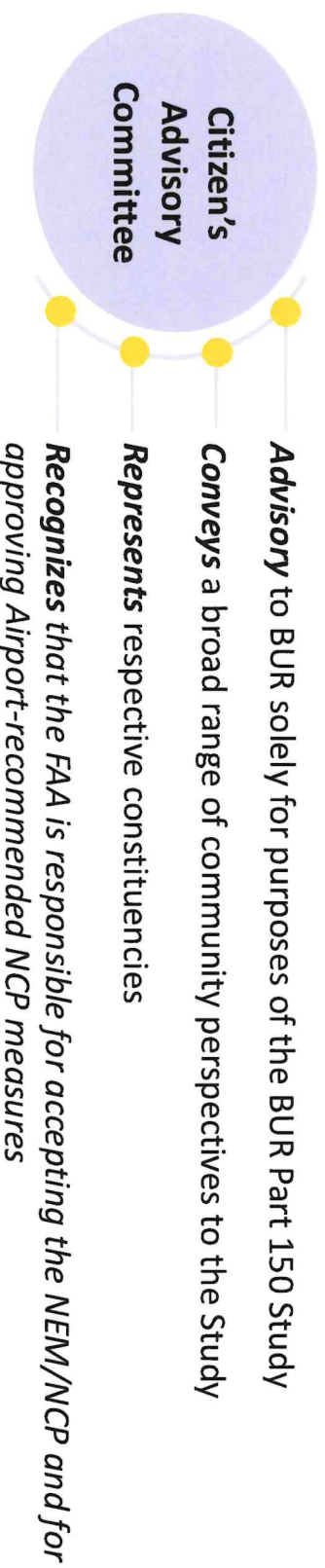


# Citizen's Advisory Committee Members

City Represented	CAC Member
Burbank	Raymond Scholl Laura Ioanou Martin Perlmutter
Glendale	Aurora Abracia Adrian Fieda Carl Povilaitis
Pasadena	Rey Rodriguez Dino Barajas Phlunté Riddle
Los Angeles	Laurie Rittenberg Justin Dickerson Maria Serna

## ROLES AND RESPONSIBILITIES

# Citizen's Advisory Committee (CAC)



### CAC responsible for:

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

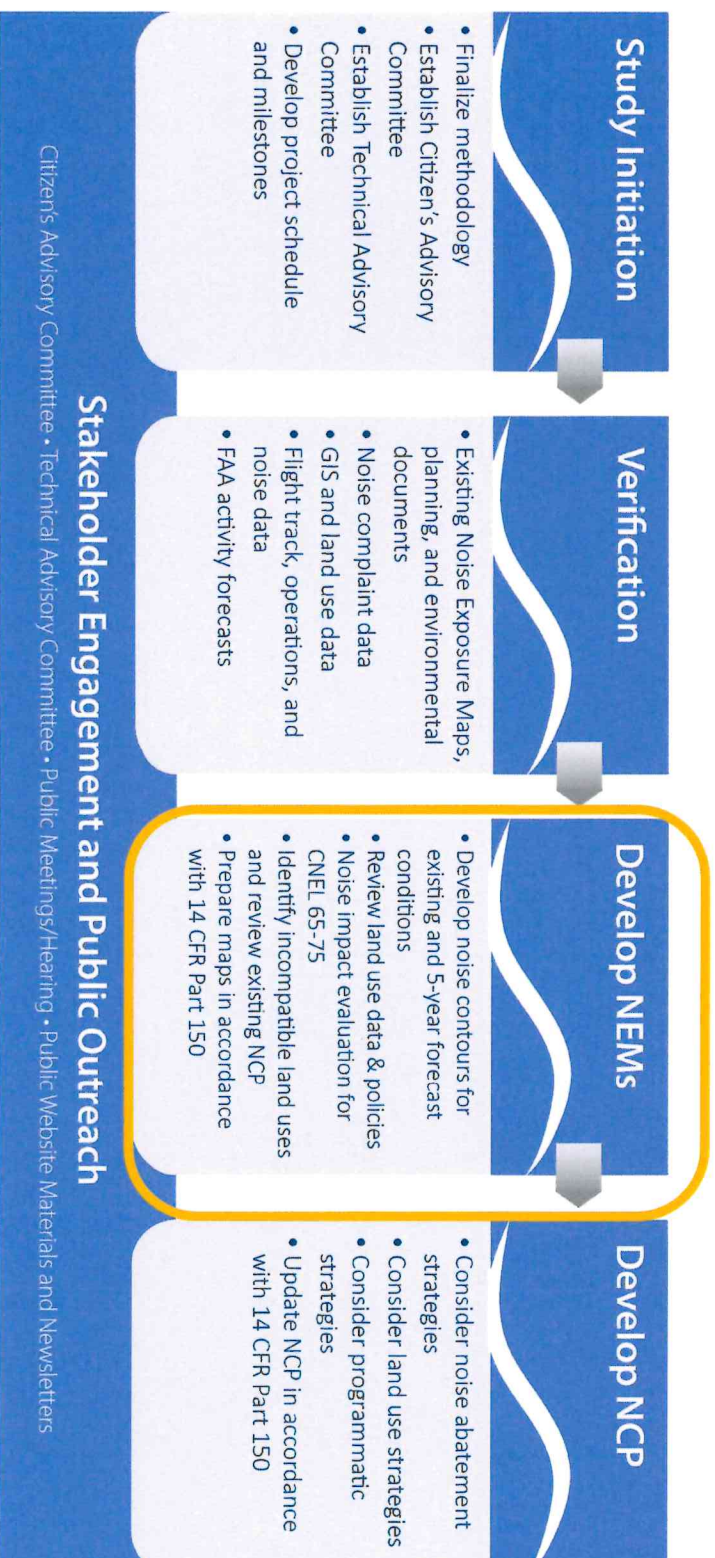
BUR shall respect and consider CAC input but must retain overall responsibility for the Part 150 Study and NCP recommendations.

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

# Planning Process



We are here.





# Part 150 Overview



## Regulation

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

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

## Technical Elements

Part 150 has two technical elements:

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



# Noise Exposure Map (NEM) Overview



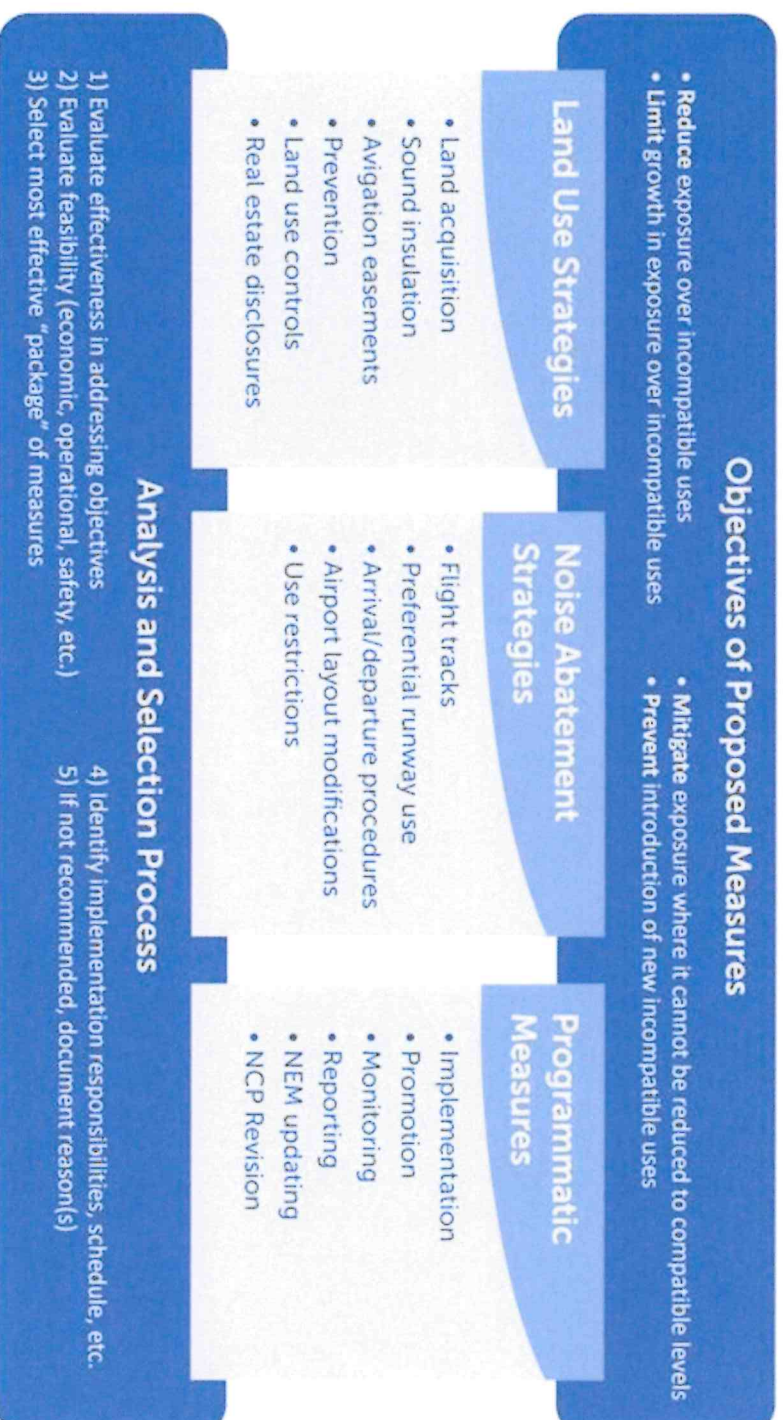
The NEM document describes:

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

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



# Noise Compatibility Program (NCP) Overview




# Noise Compatibility Program (NCP) Review





- **2016 BUR NCP included:**
  - Noise Abatement Measures (9)
  - Land Use Measures (5)
  - Program Management Measures (4)

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
RECORD OF APPROVAL  
14 CFR PART 150  
NOISE COMPATIBILITY PROGRAM



BOB HOPE AIRPORT  
BURBANK, CALIFORNIA

  
Rep. from California, Air-1

  
Rep. from California, Air-1

DATE 11/2/16 APPROVED [Signature] DISAPPROVED

FOR: Bob Hope Airport, Air-1  
Version: Public Review, May-2010



# Noise Abatement Measures



Number	Measure	Status
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

# Land Use Measures



Number	Measure	Status
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
Number	Measure	Status
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

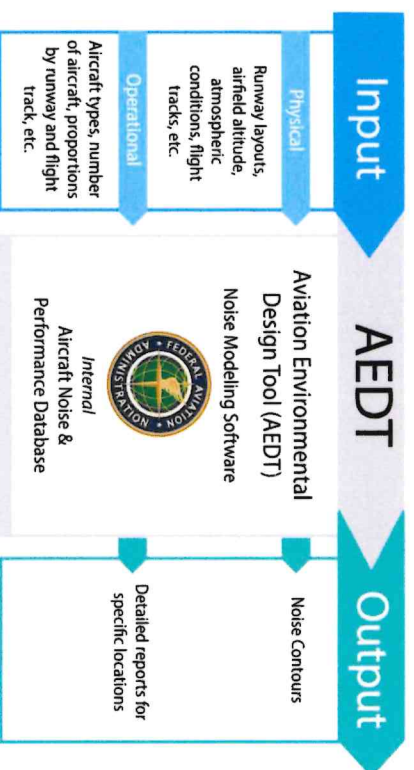


# Program Management Measures

Number	Measure	Status
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



# Noise Model Overview



- FAA requires use of their Aviation

Environmental Design Tool (AEDT) for

civilian aircraft operations

- Version 3g is the most current version (at study's commencement)

- <https://aedt.faa.gov>

Noise model input data categories:



# Noise Modeling Process



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

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

## Existing & Forecast Conditions 2025 and 2030

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



100

- **Runway 15/33**

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# Weather and Terrain



## METEOROLOGICAL CONDITIONS

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

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

## TERRAIN DATA

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

# Aircraft Operations



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

## AIRCRAFT OPERATIONS

Year	Commercial	General Aviation	Military	Total
2025	97,700	61,560	411	159,671
2030	113,741	64,363	411	178,515

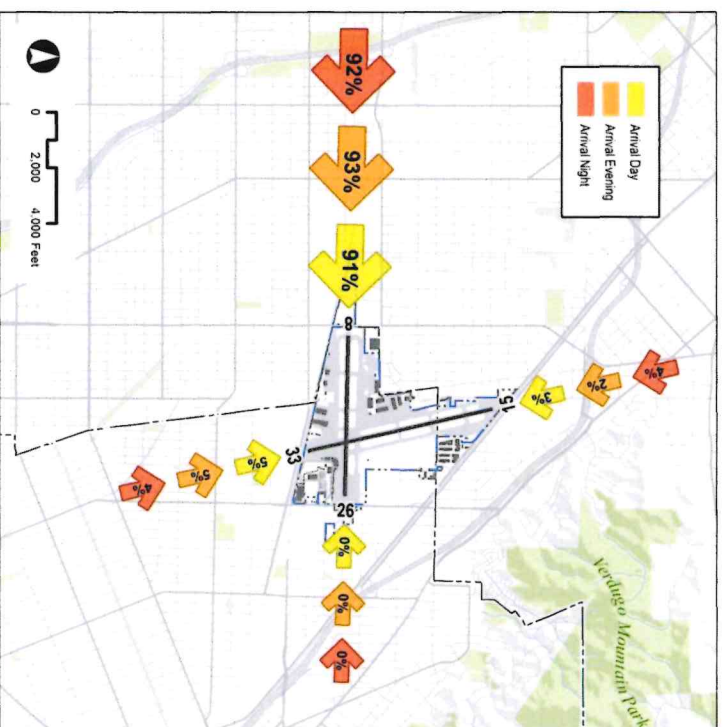
Note 1: Forecast approval received from FAA: March 14, 2025

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

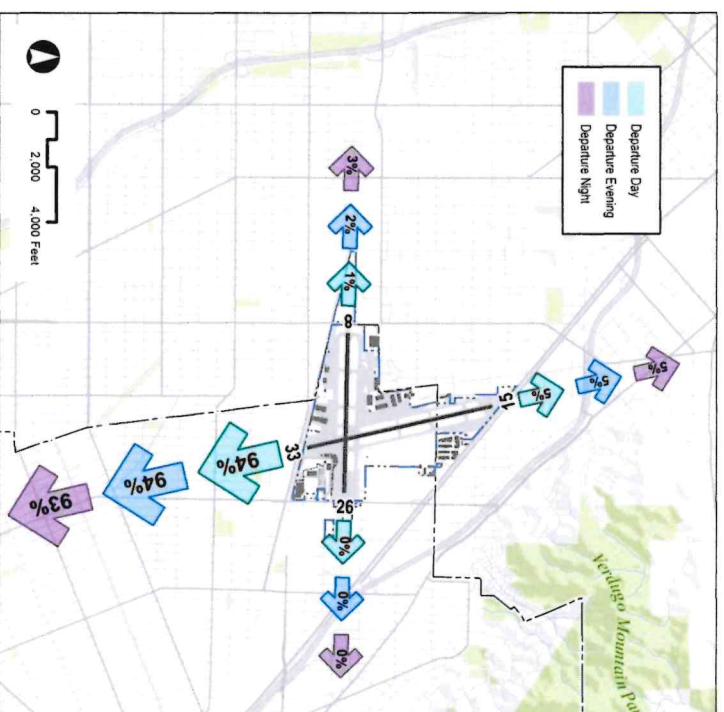
Source: M&H Forecast, FAA 2024 TAF



# Runway Use

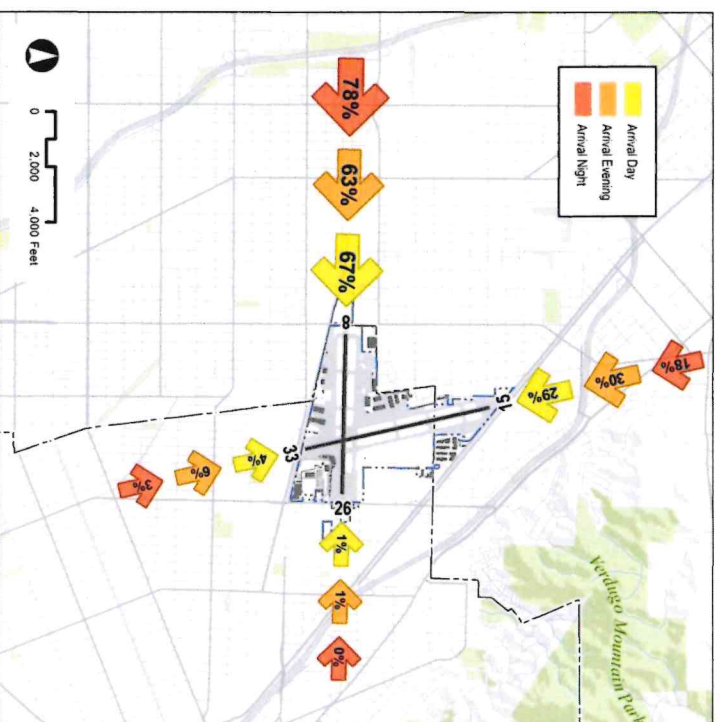


Jet Arrival Runway Use Percentages

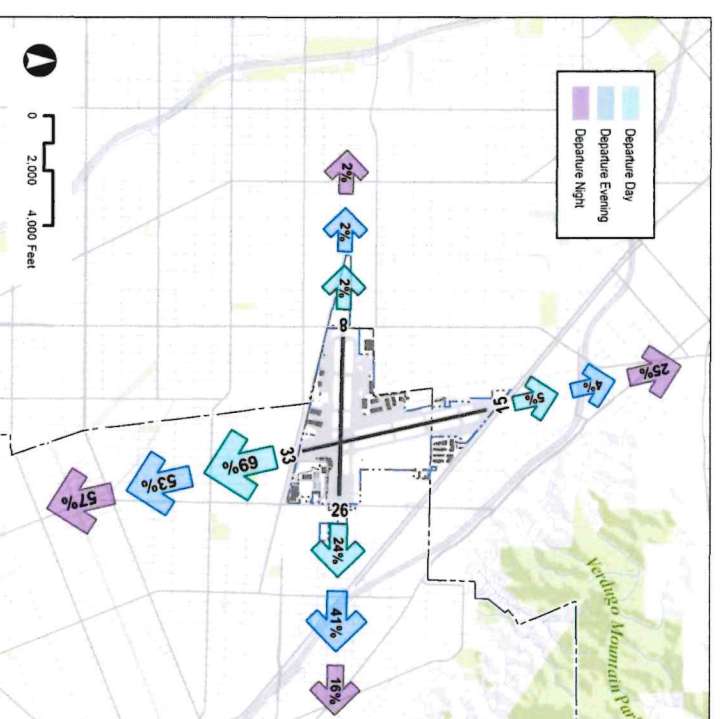


Jet Departure Runway Use Percentages

# Runway Use



Non-Jet Arrival Runway Use Percentages

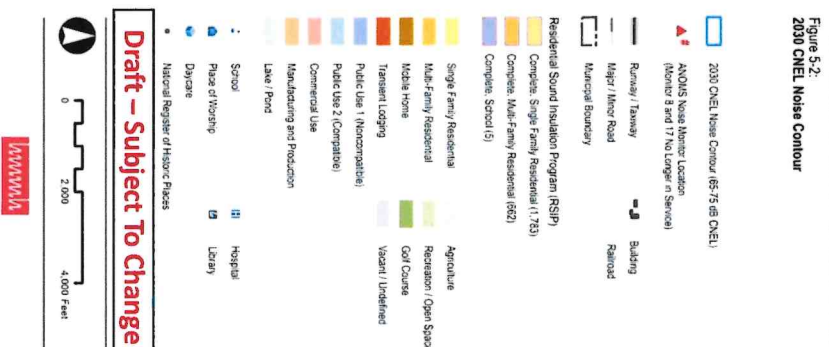


Non-Jet Departure Runway Use Percentages









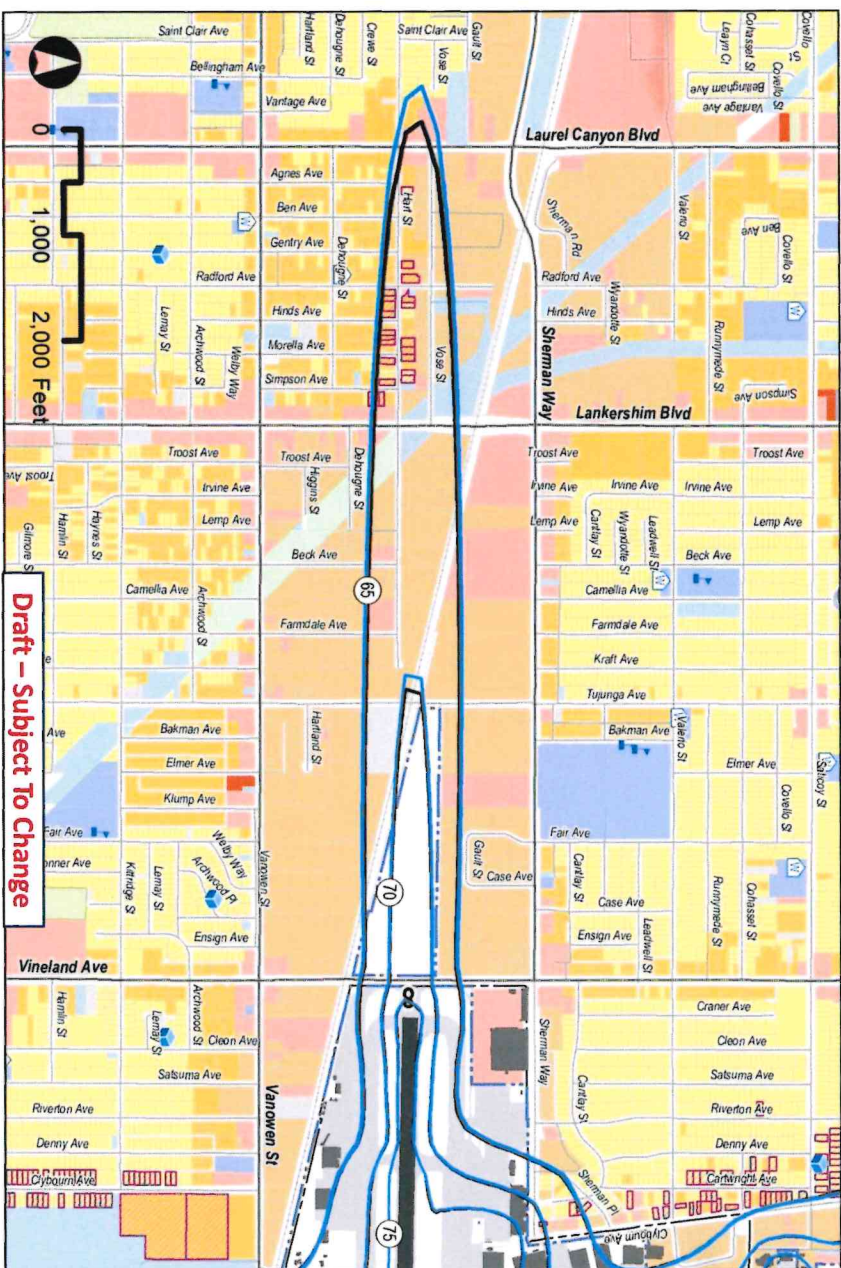
**Figure 5-2:  
2030 CNEL Noise Contour**





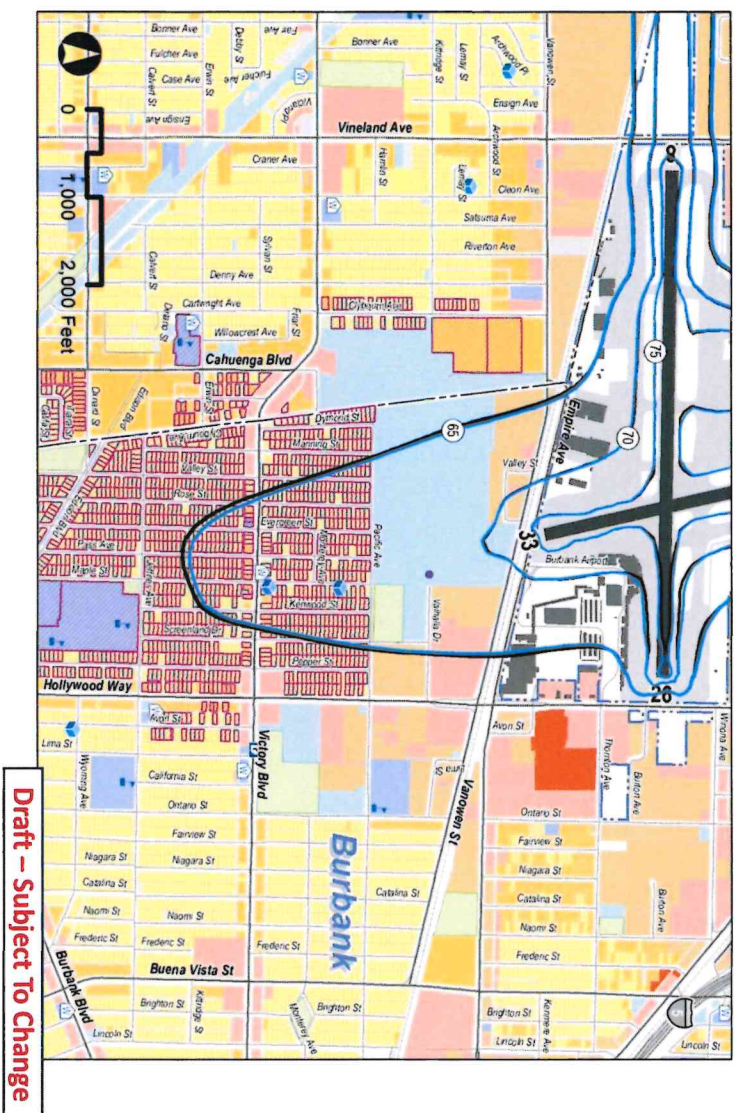


# Western edge of the contour

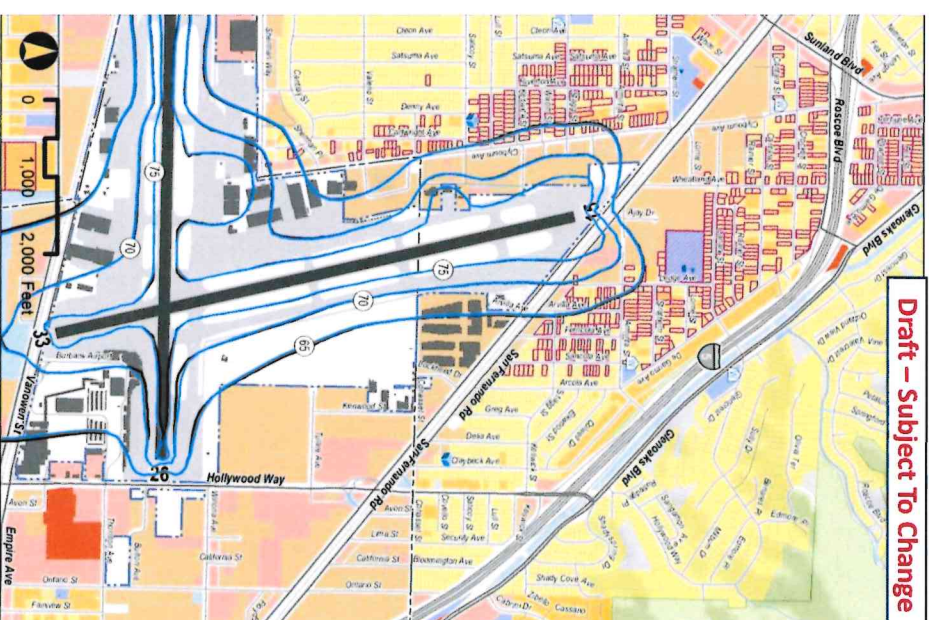




## Southern edge of the contour



## North and east edge of the contour



# Land Use Assessment



## Existing (2025) and Forecast (2030) Land Use Compatibility

Contour Interval	Area (Acres)		Population US Census 2020						Housing Units					
			2025			2030			2025			2030		
	2025	2030	Total	RATP	INC.	Total	RATP	INC.	Total	RATP	INC.	Total	RATP	INC.
65-70 CNEL	518	516	2,817	1,658	1,159	2,889	1,597	1,292	868	592	276	907	568	339
70-75 CNEL	191	192	13	6	7	13	8	5	3	2	1	2	3	0
>75 CNEL	145	147	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total within 65 CNEL</b>	<b>854</b>	<b>854</b>	<b>2,830</b>	<b>1,664</b>	<b>1,166</b>	<b>2,902</b>	<b>1,605</b>	<b>1,297</b>	<b>871</b>	<b>594</b>	<b>277</b>	<b>909</b>	<b>571</b>	<b>339</b>

Source: HMMH, 2025

Notes:

- (1) Residential acoustic treatment program (RATP) compatible
- (2) Potential incompatible properties are identified as INC.



## NEM Public Open House #2



- Public Open House #2 will be held May 22 at 6 p.m.
- The draft NEM document will be presented.
- Study Team will request and receive public comments on the draft NEM document.

# Next Steps



- Finalize the NEM document incorporating all public comments
- Submit the NEM to the FAA for acceptance
- Begin Phase 2 – the Noise Compatibility Program (NCP), which ultimately recommends measures to address remaining noncompatible land uses identified in the NEM
  - Noise abatement measures address noise at the source, e.g., cockpit procedures
  - Land use measures, including noise mitigation, corrects and prevents noncompatible land uses
  - Programmatic measures are those that the Airport uses to implement, monitor and assess NCP measures

# Tentative Schedule



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

*\*Please hold dates underlined above for upcoming TAC meetings.*

## Project Contacts



### Project Website

[www.hollywoodburbankairport.com/noise/part-150-study-update](http://www.hollywoodburbankairport.com/noise/part-150-study-update)

### Project email address

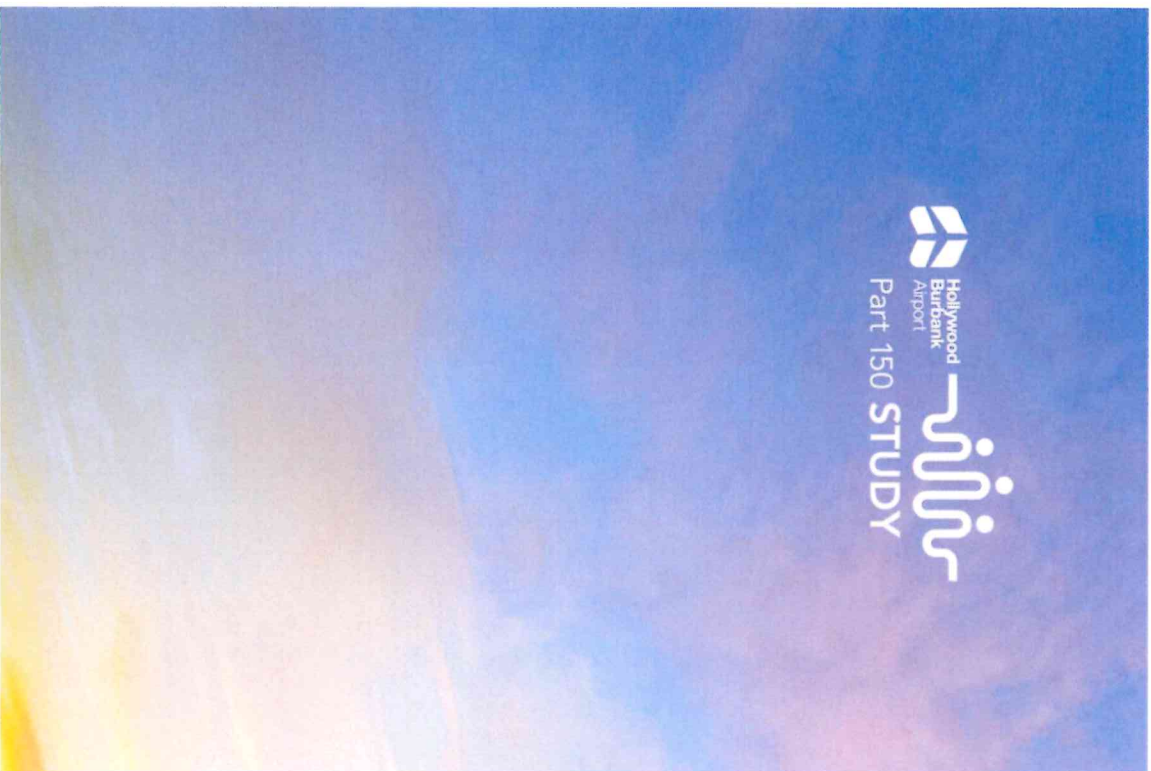
[BURPart150Study@arellanoassociates.com](mailto:BURPart150Study@arellanoassociates.com)

### Project Manager

Timothy Middleton, C.M.  
[tmiddleton@hmmh.com](mailto:tmiddleton@hmmh.com)







## Discussion

