Hollywood Burbank Airport

Part 150 STUDY

Noise Compatibility Study
Technical Advisory Committee
Meeting #3

May 22, 2025

Hollywood Burbank Airport
Part 150 STUDY

Agenda

1. Introductions
2. Roles and Responsibilities
3. Part 150 Overview
4. Noise Compatibility Program Implementation Status
5. Noise Modeling Summary
6. Draft Noise Exposure Maps
7. NEM Public Open House #2
8. Next Steps, Schedule, and Project Contacts
9. Discussion

Study Team

AIRPORT

Hollywood Burbank Airport

Aaron Galinis
Project Manager

Patrick Lammerding
Deputy Executive Director
Planning & Development

Maggie Martinez
Director, Noise &
Environmental Affairs

PROJECT TEAM

hmmh

Tim Middleton
Project Manager

Mariano Sarrate
Asst. Project Manager

Gene Reindel
Principal-in-Charge

Mead & Hunt

Kate Andrus
NCP Manager

Ryk Dunkelberg
Regulatory Advisor

Corbett Smith
Aviation Forecaster

arellano associates

Stacey Falcioni
Outreach Strategist

Stevie Espinosa
Outreach Manager

Technical Advisory Committee Members

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

Technical Advisory Committee

Advisory to BUR solely for purposes of the BUR Part 150

Reviews study inputs, assumptions, analysis, documentation, etc.

Provides input, advice, and guidance related to NEM and NCP development

Communicates to and from the committee and their respective organizations/constituents

Recognizes that the FAA is responsible for accepting the NEM/NCP and for approving Airport-recommended NCP measures

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

Planning Process

We are here.

Study Initiation

- Finalize methodology
- Establish Citizen's Advisory Committee
- Establish Technical Advisory Committee
- Develop project schedule and milestones

Verification

- Existing Noise Exposure Maps, planning, and environmental documents
- Noise complaint data
- GIS and land use data
- Flight track, operations, and noise data
- FAA activity forecasts

Develop NEMs

- Develop noise contours for existing and 5-year forecast conditions
- Review land use data & policies
- Noise impact evaluation for CNEL 65-75
- Identify incompatible land uses and review existing NCP
- Prepare maps in accordance with 14 CFR Part 150

Develop NCP

- Consider noise abatement strategies
- Consider land use strategies
- Consider programmatic strategies
- Update NCP in accordance with 14 CFR Part 150

Stakeholder Engagement and Public Outreach

Citizen's Advisory Committee • Technical Advisory Committee • Public Meetings/Hearing • Public Website Materials and Newsletters

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)

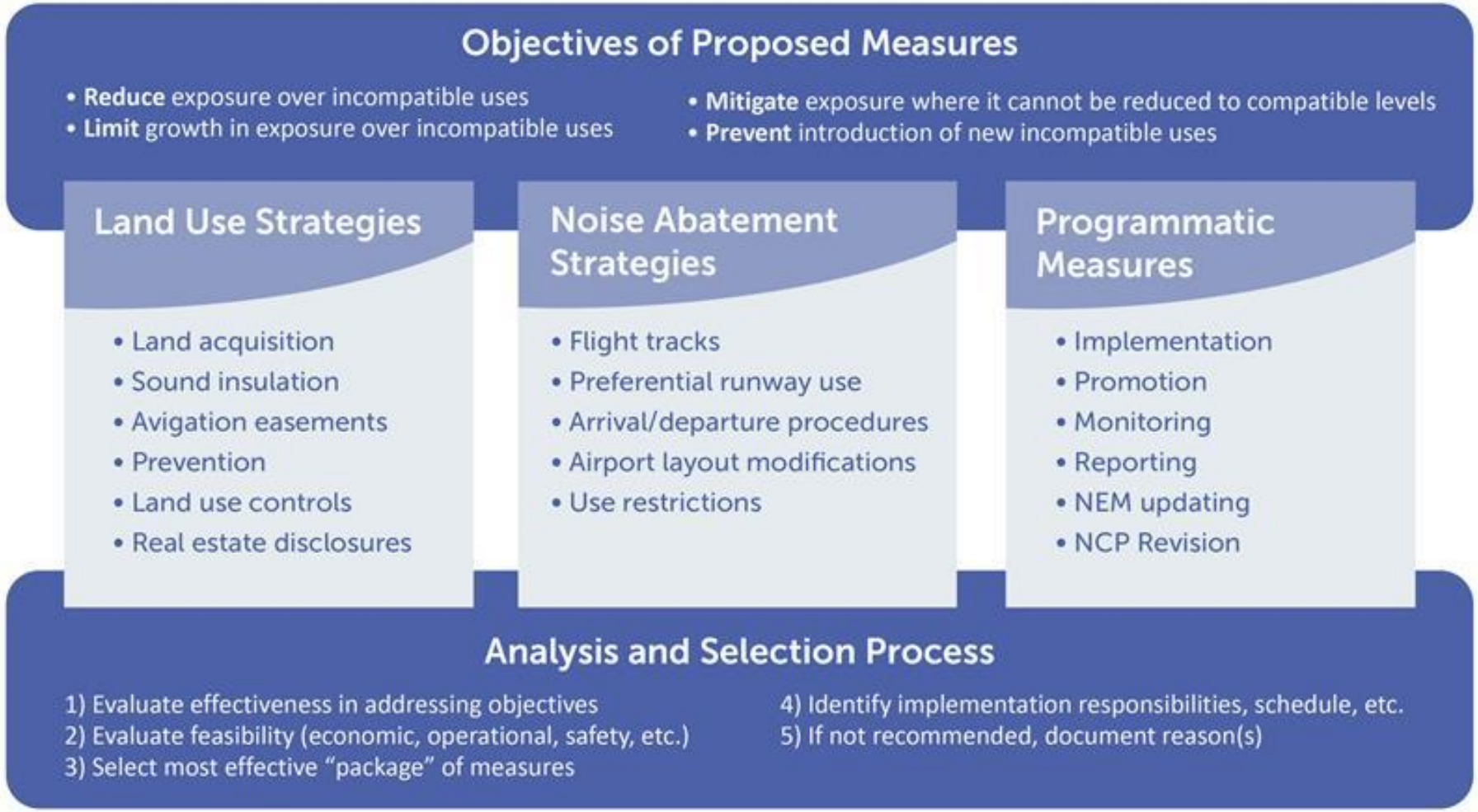
Noise Exposure Map (NEM) Document

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



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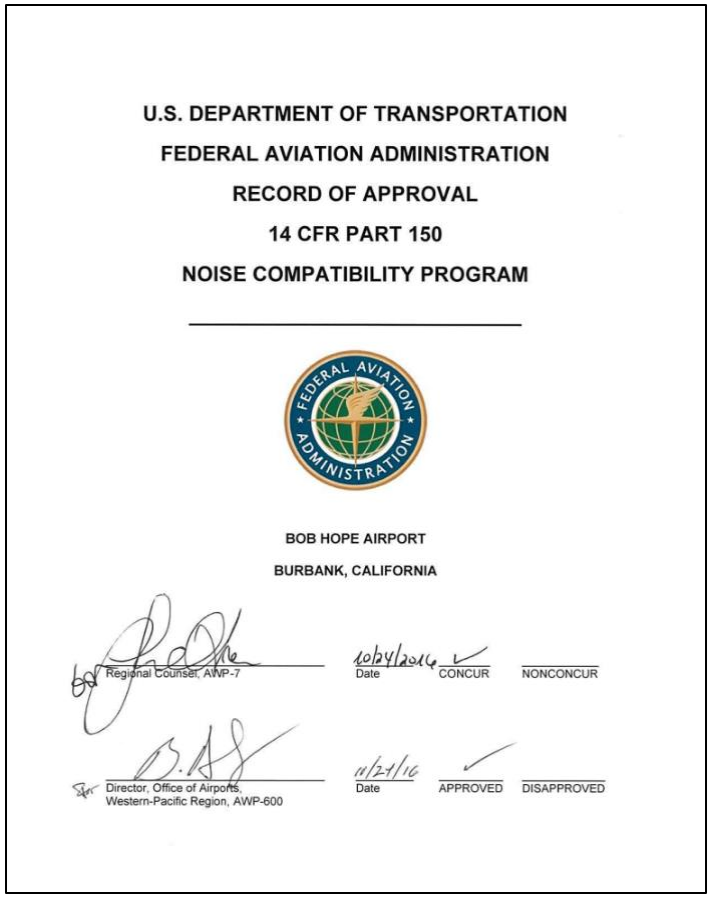
Noise Compatibility Program Implementation Status

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

Regional Counsel, AWP-7 — Date 10/24/2016 — CONCUR ✓ — NONCONCUR

Director, Office of Airports, Western-Pacific Region, AWP-600 — Date 11/21/16 — APPROVED ✓ — DISAPPROVED

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

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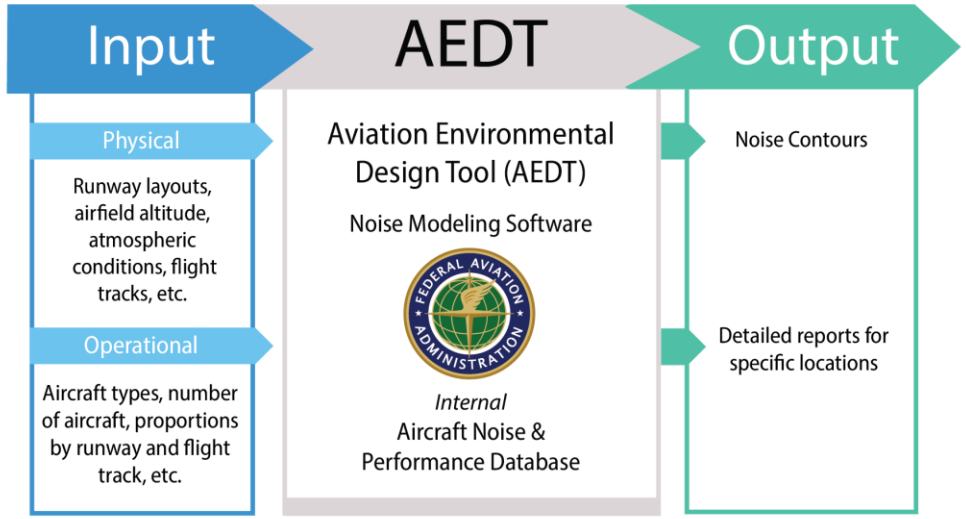
Noise Modeling Summary

Noise Model Overview



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

Noise model input data categories:

1 Aircraft Noise and Performance Data

- Aircraft performance profiles
- Noise level vs. distance curves

2 Airport Physical Inputs

- Airport Layout
- Weather data
- Terrain data

3 Aircraft Operational Inputs

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

Noise Modeling Process

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

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

Existing & Forecast Conditions
2025 and 2030

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

Physical Conditions

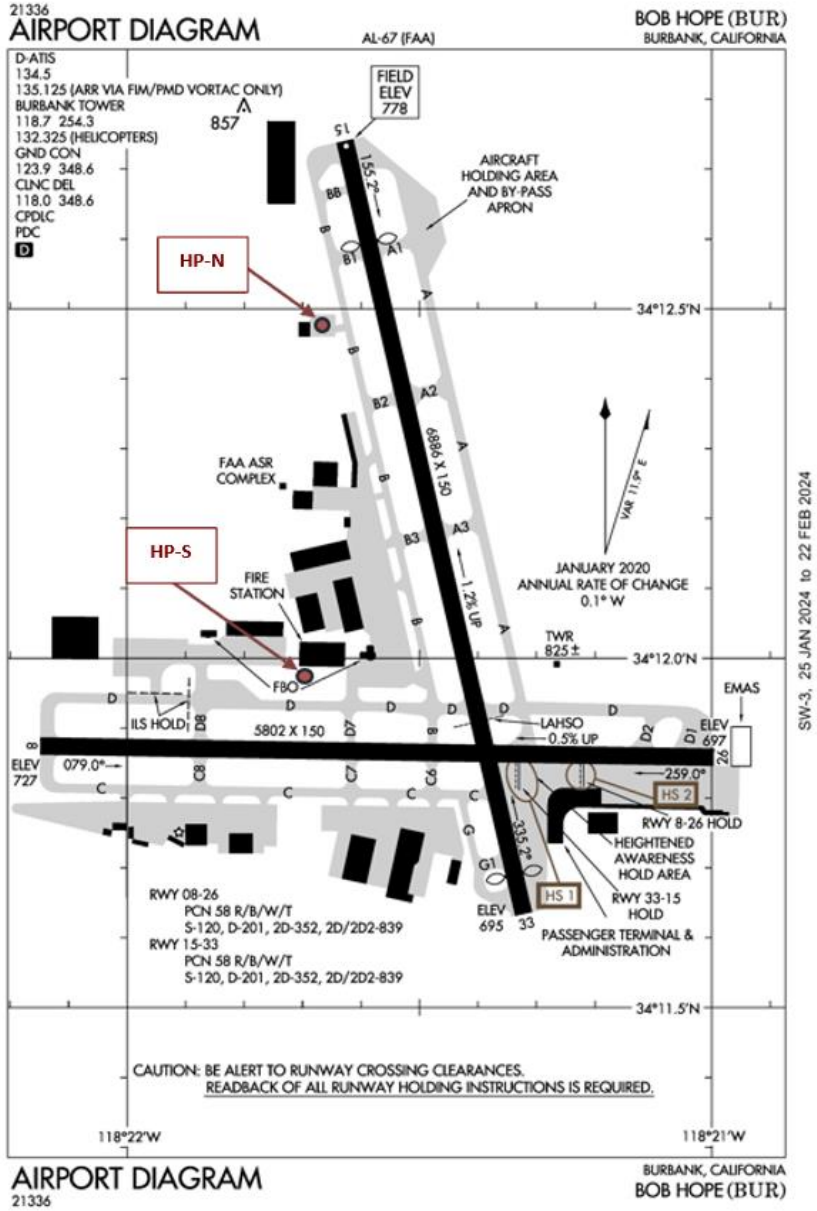
AIRFIELD LAYOUT

Runways

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

New Terminal

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



Weather and Terrain

METEOROLOGICAL CONDITIONS

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

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

TERRAIN DATA

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

Aircraft Operations

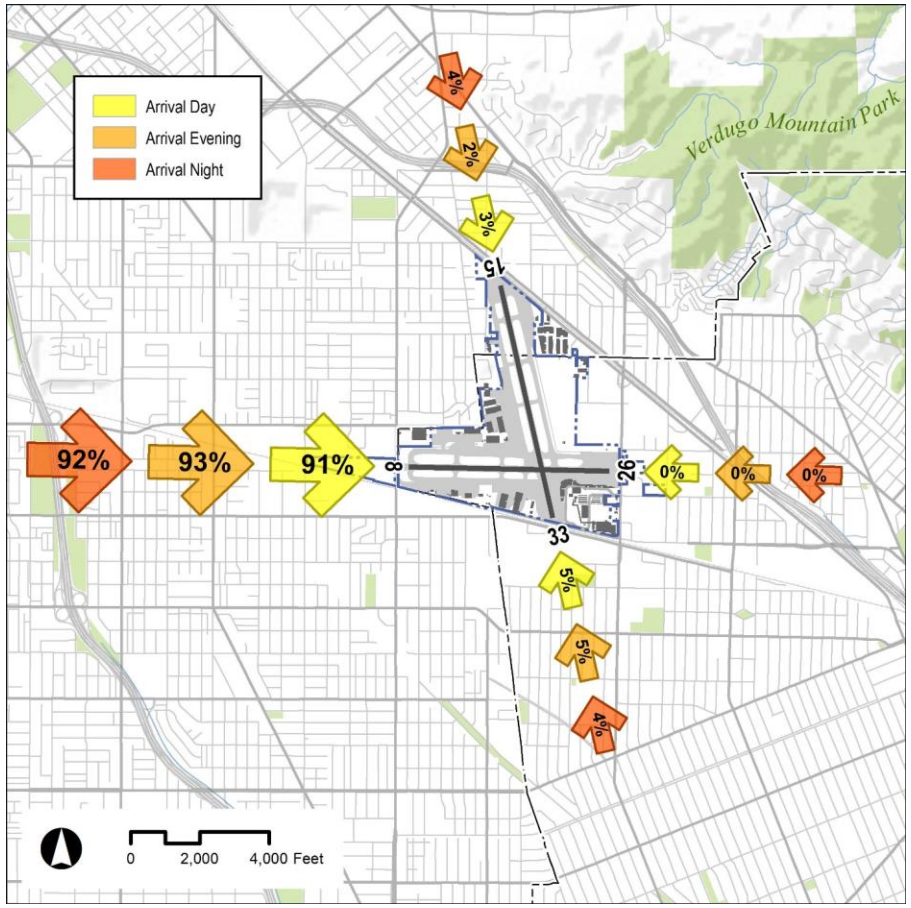
Annual Average Day Operations	Existing Year 2025 Forecast Year 2030	
Aircraft Type	Jet Turboprop Helicopter Piston	*Matched to specific AEDT Aircraft Types*
Day-Evening-Night Split	Day: 7 AM – 7 PM Evening: 7 PM – 10 PM Night: 10 PM – 7 AM	
Runway Use, Flight Tracks, Track Use	*Represents where the flight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

AIRCRAFT OPERATIONS

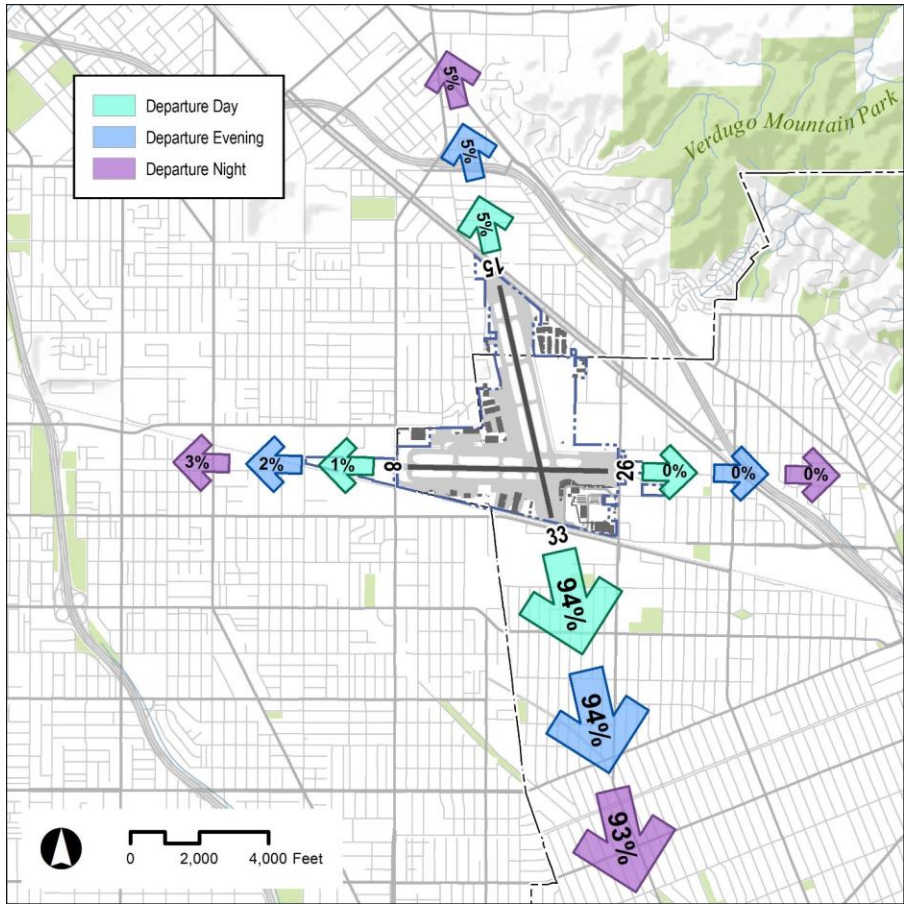
Year	Commercial	General Aviation	Military	Total
2025	97,700	61,560	411	159,671
2030	113,741	64,363	411	178,515

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

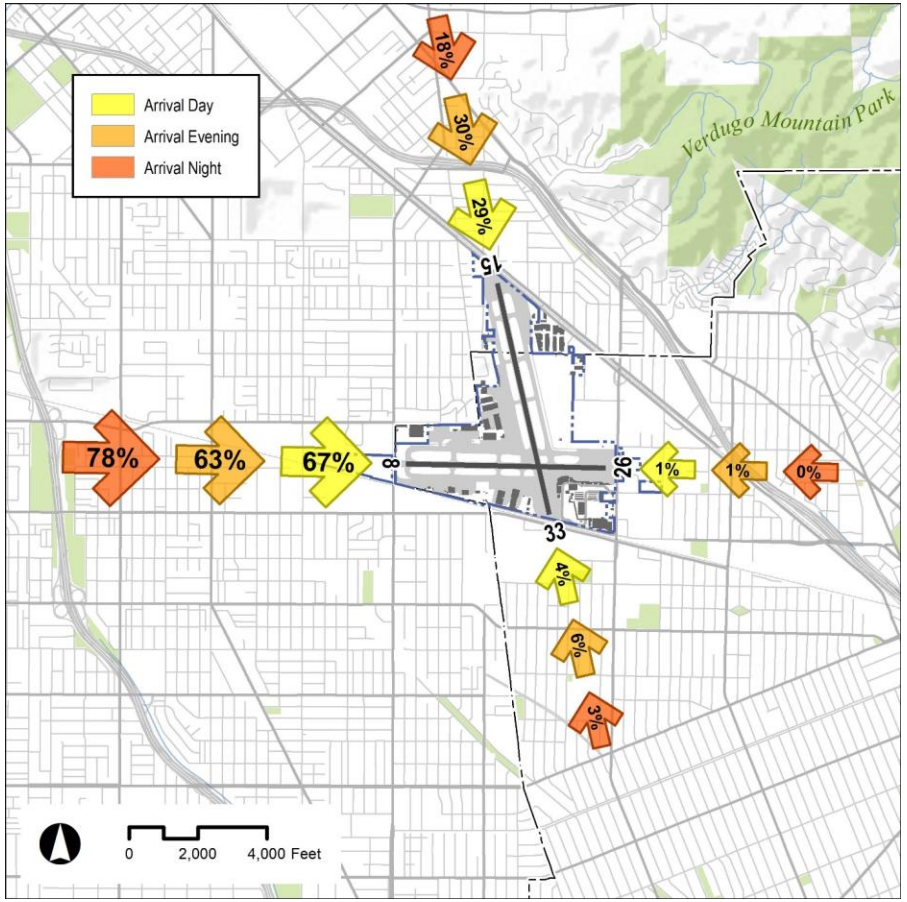


Jet Arrival Runway Use Percentages

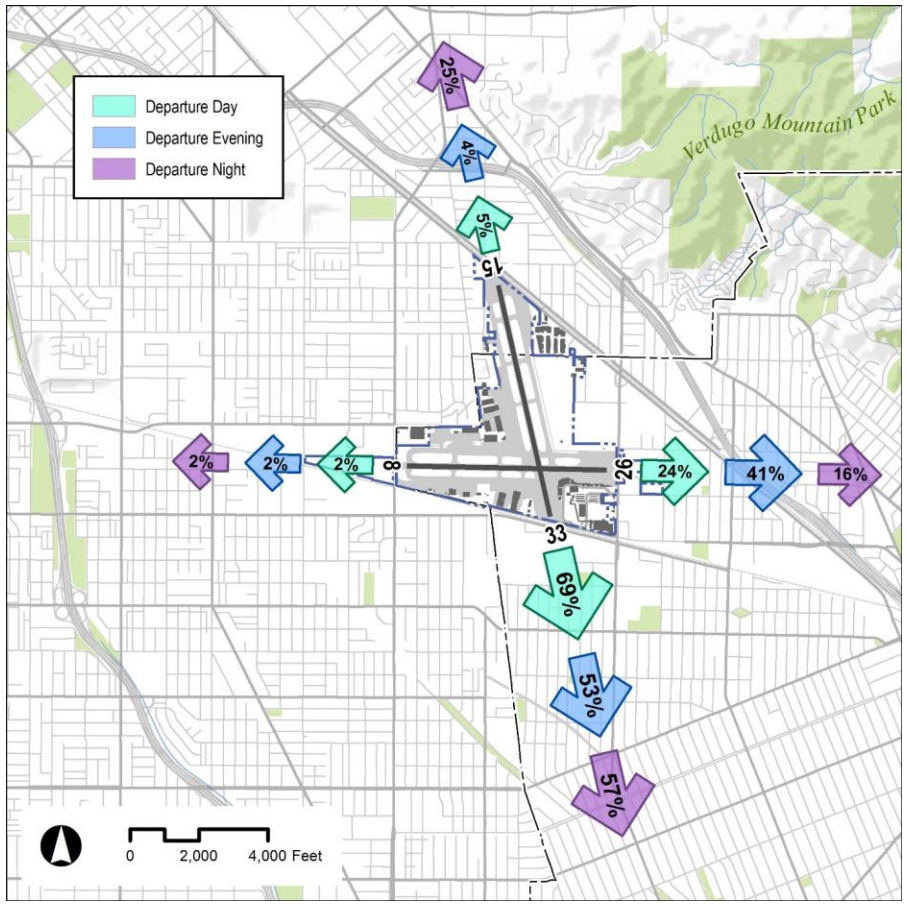


Jet Departure Runway Use Percentages

Runway Use



Non-Jet Arrival Runway Use Percentages



Non-Jet Departure Runway Use Percentages

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Draft Noise Exposure Maps

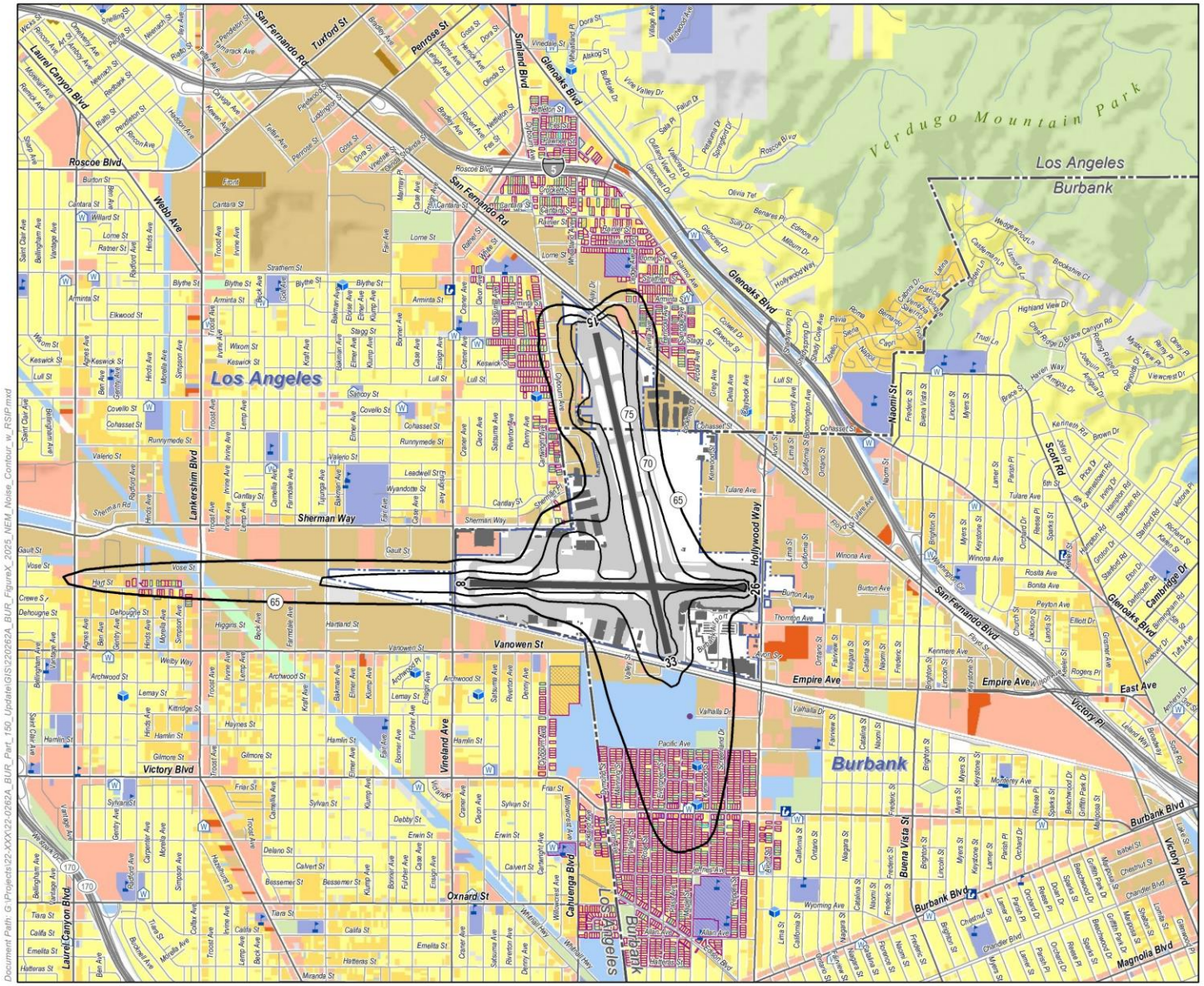

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Figure :
2025 CNEL Noise Contour with Residential Sound Insulated Program (RSIP) Parcels

2025 CNEL Noise Contour (65-75 dB CNEL)

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

Draft – Subject To Change

0 2,000 4,000 Feet

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Existing Condition NEM (2025)

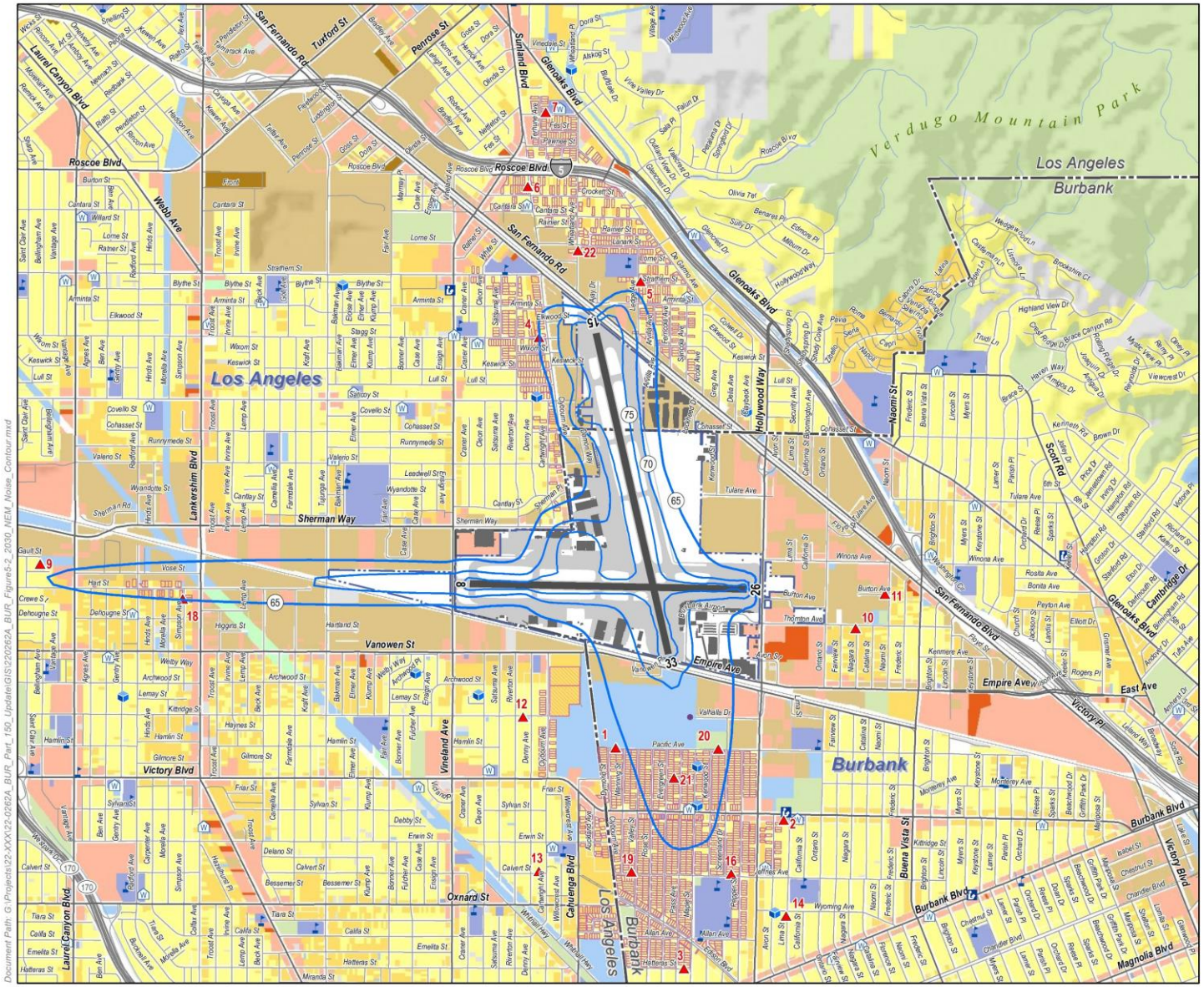

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Figure 5-2:
2030 CNEL Noise Contour

- 2030 CNEL Noise Contour (65-75 dB CNEL)
- ANOMS Noise Monitor Location (Monitor 8 and 17 No Longer in Service)
- 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

0 2,000 4,000 Feet

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Future Condition NEM (2030)

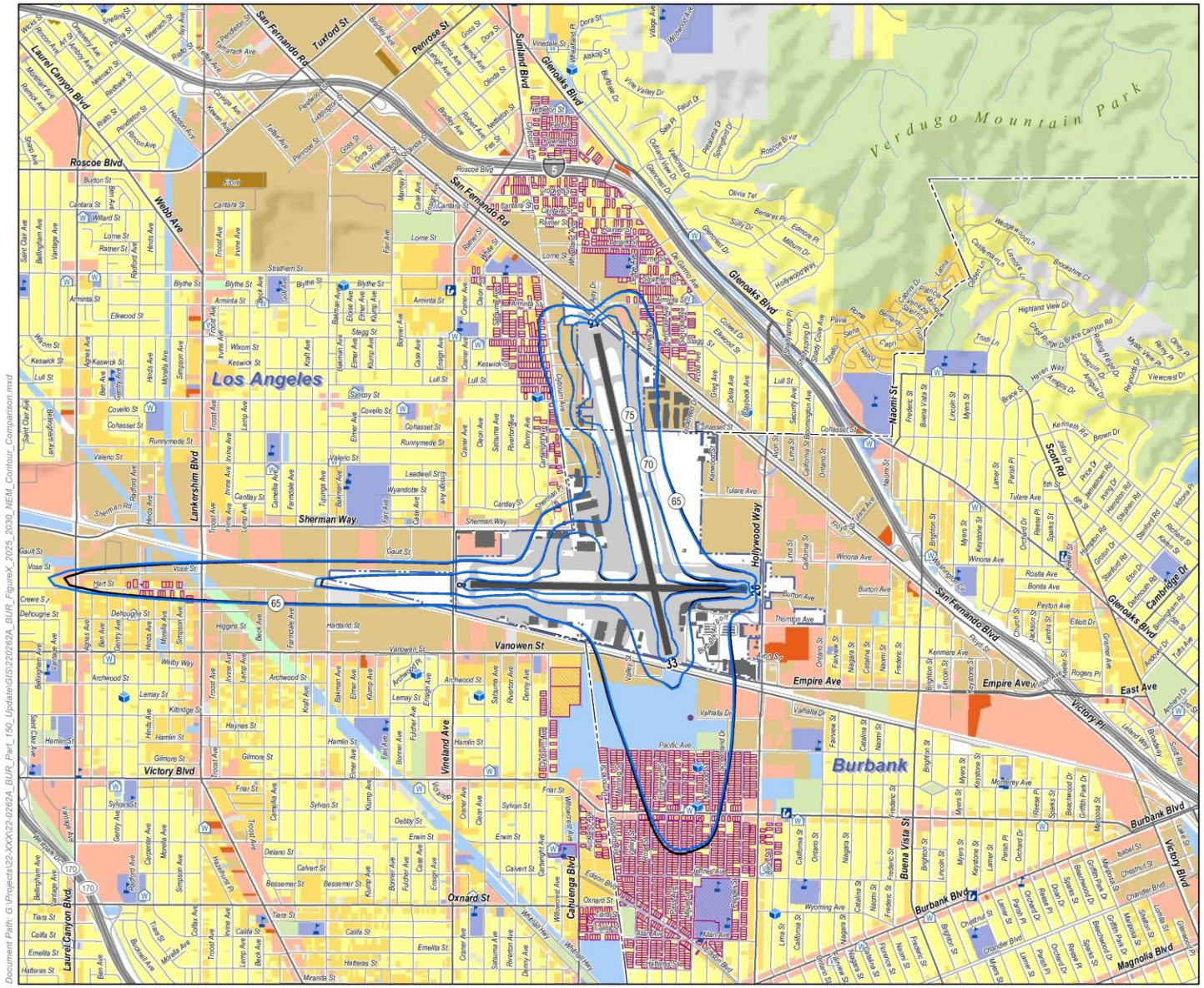

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Figure :
Comparison of 2025 and 2030 CNEL Noise Contour with Residential Sound Insulated Program (RSIP) Parcels

- 2025 CNEL Noise Contour (65-75 dB CNEL)
- 2030 CNEL Noise Contour (65-75 dB CNEL)
- 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
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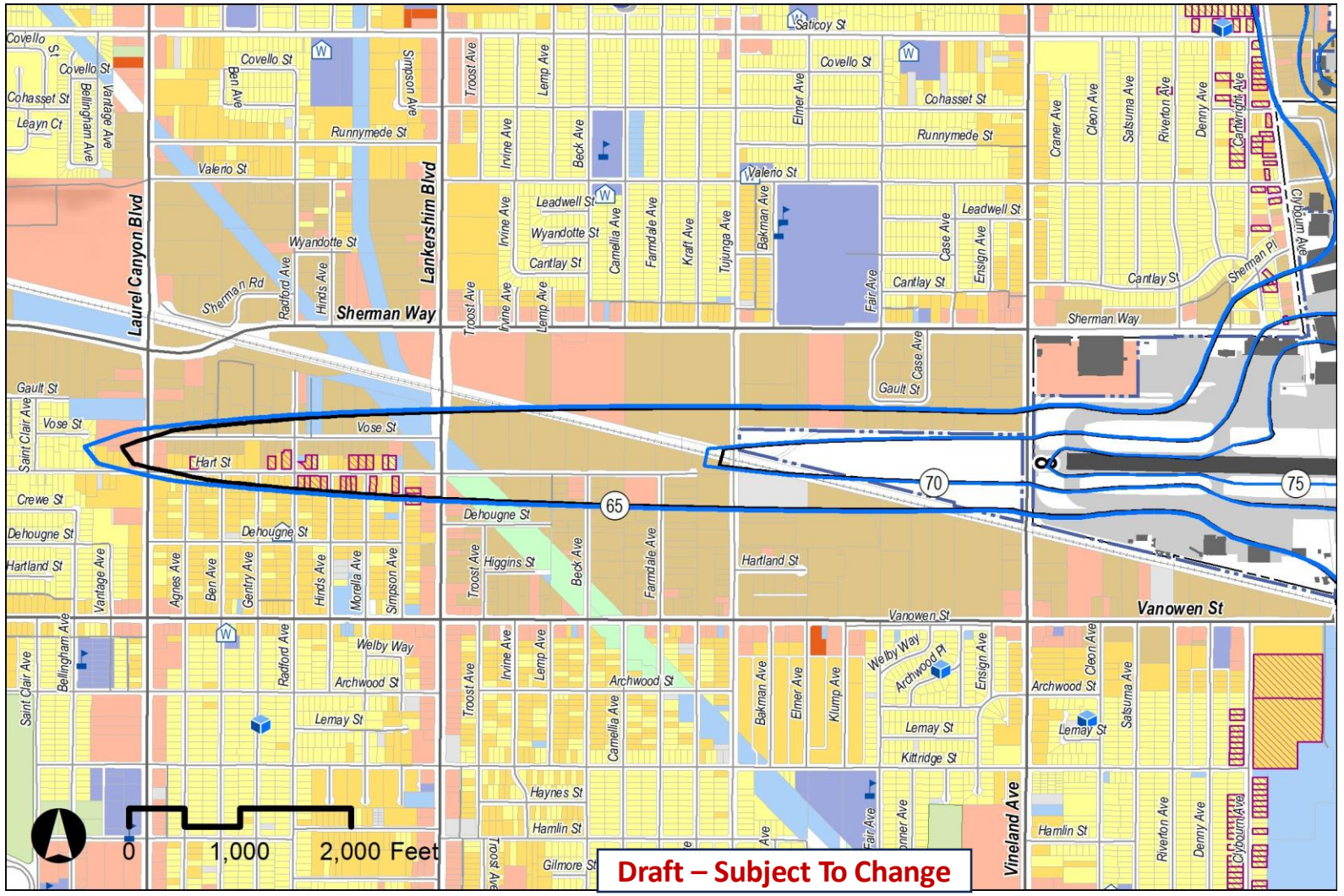
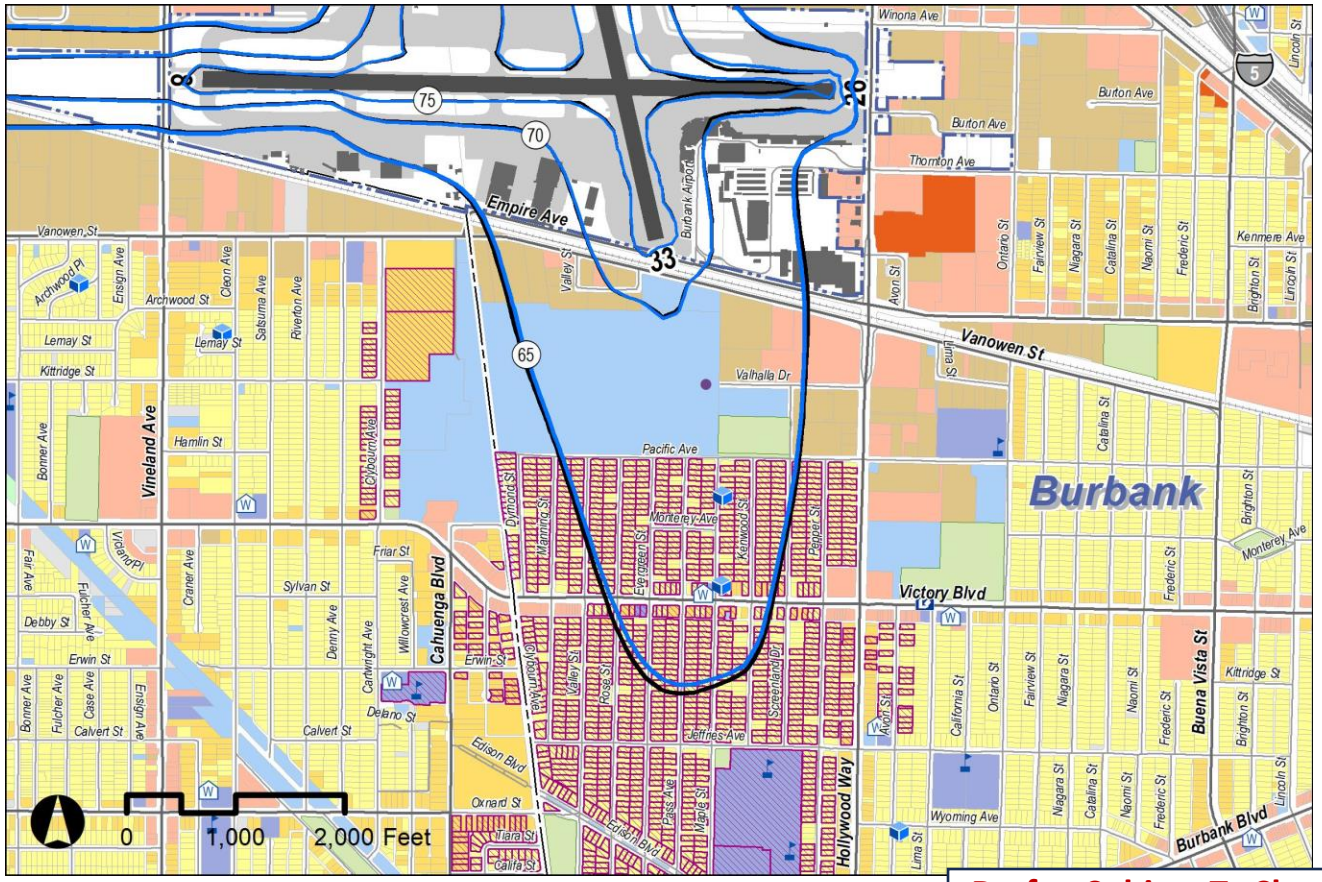
Draft – Subject To Change

0 2,000 4,000 Feet

Existing & Future Condition NEMs



Western edge of the contour



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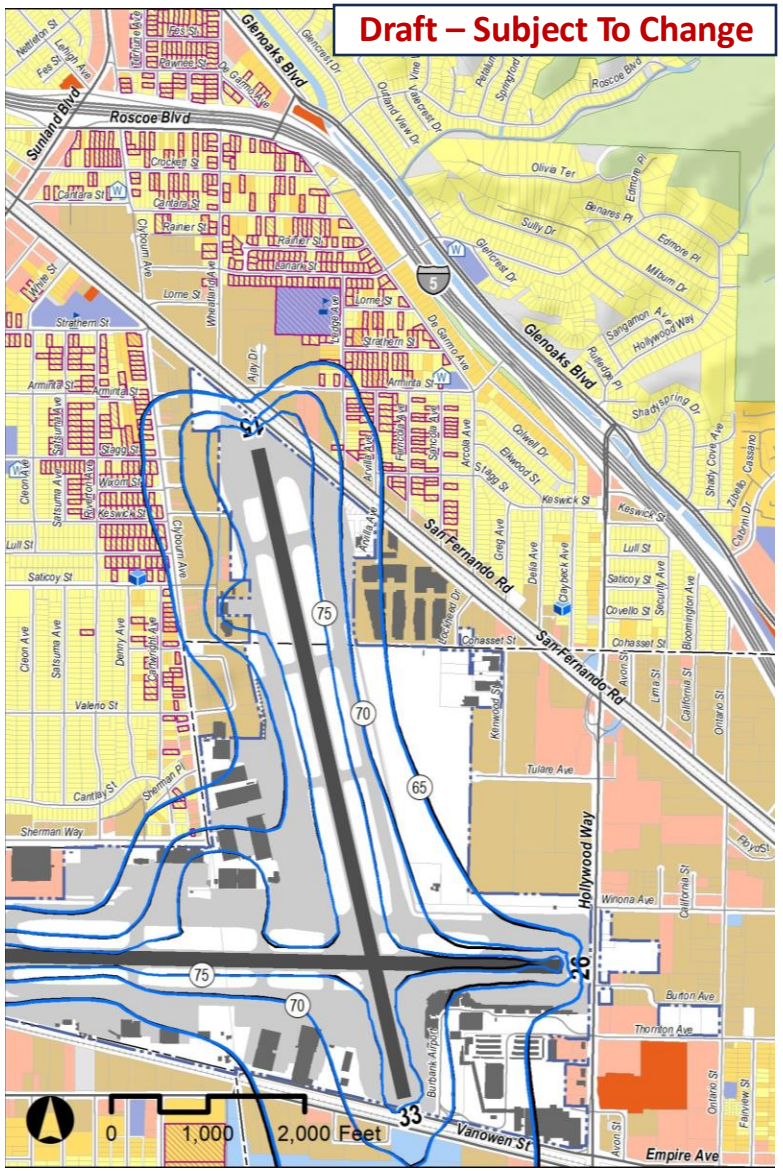

Southern edge of the contour

North and east edge of the contour

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Land Use

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
Total within 65 CNEL	**854**	**854**	**2,830**	**1,664**	**1,166**	**2,902**	**1,605**	**1,297**	**871**	**594**	**277**	**909**	**571**	**339**

Source: HMMH, 2025

Notes:

(1) Residential acoustic treatment program (RATP) compatible

(2) Potential incompatible properties are identified as INC.

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NEM Public Open House

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.

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Next Steps, Schedule, and Project Contacts

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
May 22, 2025	**TAC/CAC Meeting #3** (Noise Modeling Results & Existing NCP Review) Open House Meeting #2 (NEM Draft Document)
Summer 2025	Submit NEM to FAA, NCP Phase Begins
Fall 2025	**TAC/CAC Meeting #4** (Noise Abatement Measures)
Winter 2026	**TAC/CAC Meeting #5** (Land Use & Programmatic Measures)
Spring 2026	**TAC/CAC Meeting #6**, Open House #3 (Draft NCP Recommendations)
Fall 2026	Open House #4 and Public Hearing (Draft NCP document)
November 2026	Submit NCP to FAA

Please hold dates underlined above for upcoming TAC meetings.

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Project Contacts

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

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Discussion