



Hollywood  
Burbank  
Airport



Part 150 **STUDY**



**Noise Compatibility Study  
Technical Advisory Committee  
Meeting #4**

October 9, 2025

# Agenda

- 1 Introductions
- 2 Roles and Responsibilities
- 3 Part 150 Overview
- 4 Noise Compatibility Program Implementation Status
- 5 Noise Compatibility Program Potential Measures
- 6 Runway 08 Arrival Offset Approach
- 7 Alternative Departure Procedure
- 8 Next Steps, Schedule, and Project Contacts
- 9 Discussion



# Study Team



Aaron Galinis  
Project Manager

Patrick Lammerding  
Deputy Executive Director  
Operations, Security, and SMS

Maggie Martinez  
Director, Noise &  
Environmental Affairs

**AIRPORT**



Nastasja von Conta  
Project Manager

Mariano Sarrate  
Asst. Project Manager

Gene Reindel  
Principal-in-Charge



Kate Andrus  
NCP Manager

Ryk Dunkelberg  
Regulatory Advisor

Corbett Smith  
Aviation Forecaster

**PROJECT TEAM**



Stacey Falcioni  
Outreach Strategist

Stevie Espinosa  
Outreach Manager

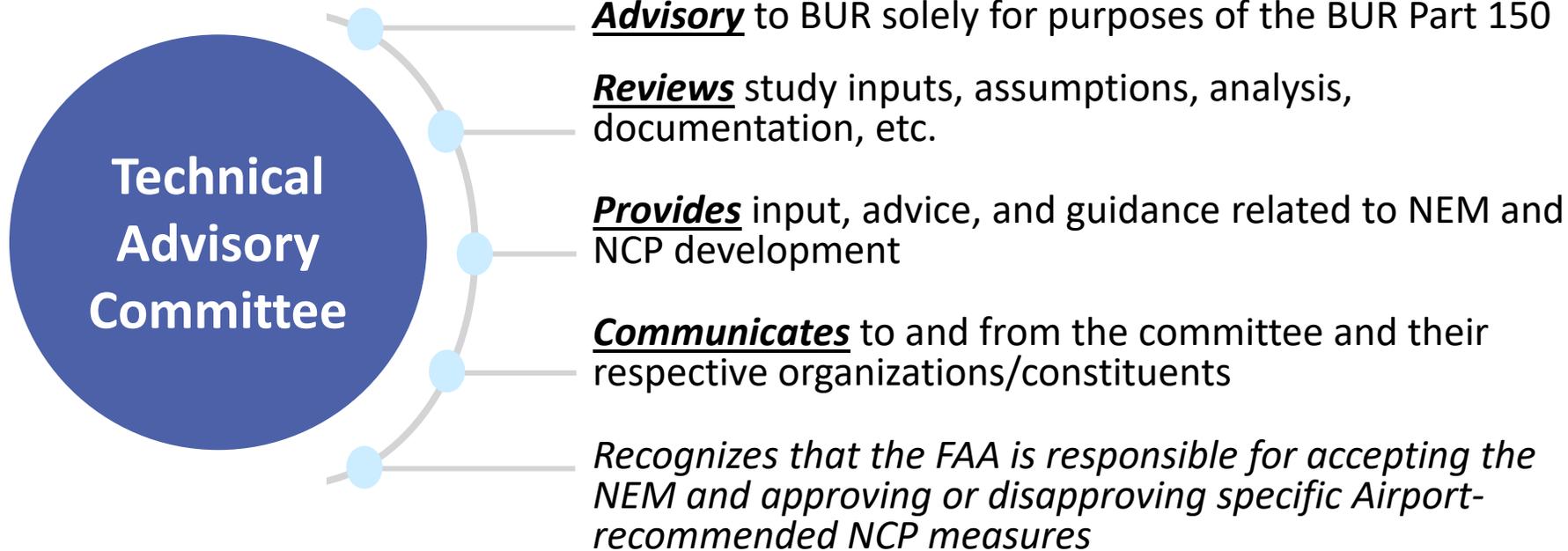
## INTRODUCTIONS

# Technical Advisory Committee Members



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

# Technical Advisory Committee

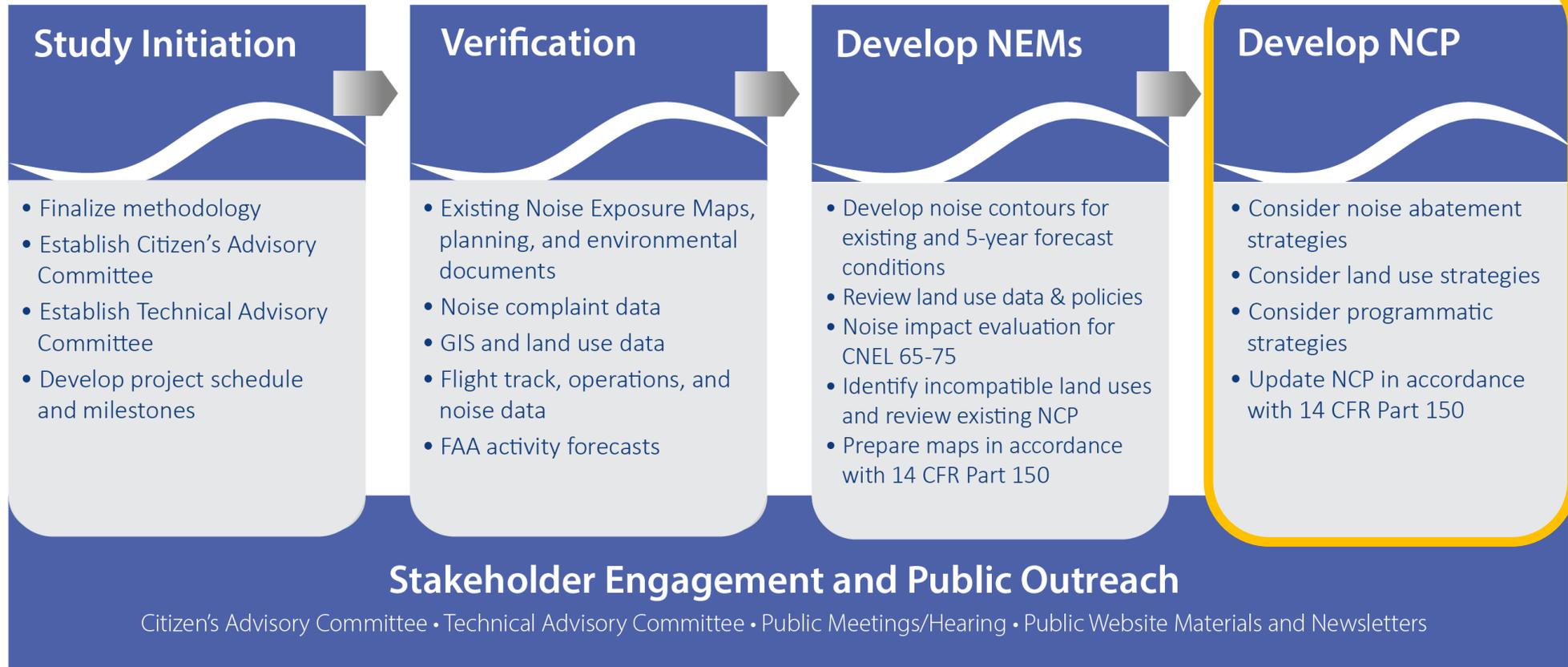


BUR shall respect and consider TAC input but must retain overall responsibility for the Part 150 Study and NCP recommendations.

# 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 approves/disapproves, for Part 150 purposes, each Airport-recommended measure in a Record of Approval (ROA)

# Noise Compatibility Program (NCP) Overview



## Objectives of Proposed Measures

- **Reduce** exposure over incompatible uses
- **Mitigate** exposure where it cannot be reduced to compatible levels
- **Limit** growth in exposure over incompatible uses
- **Prevent** introduction of new incompatible uses

### Land Use Strategies/ Noise Mitigation

- Land acquisition
- Sound insulation
- Avigation easements
- Prevention
- Land use controls
- Real estate disclosures

### Noise Abatement Strategies

- Flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Use restrictions

### Program Management Strategies

- Implementation
- Promotion
- Monitoring
- Reporting
- NEM updating
- NCP Revision

## Analysis and Selection Process

- 1) Evaluate effectiveness in addressing objectives
- 2) Evaluate feasibility (economic, operational, safety, etc.)
- 3) Select most effective “package” of measures
- 4) Identify implementation responsibilities, schedule, etc.
- 5) If not recommended, document reason(s)

*\* Land use controls as a strategy has limited applicability at BUR due to lack of land use authority*

# Noise Compatibility Program Implementation Status



# Noise Compatibility Program (NCP) Review



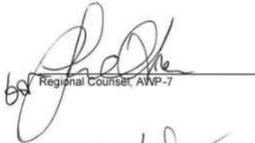
- **2016 BUR NCP included:**
  - Noise Abatement Measures (9)
  - Land Use/Noise Mitigation Measures (5)
  - Program Management Measures (4)

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

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BOB HOPE AIRPORT  
BURBANK, CALIFORNIA

  
Regional Counselor, AWP-7

  
Director, Office of Airports,  
Western-Pacific Region, AWP-600

10/24/2016 ✓  
Date CONCUR NONCONCUR

11/24/16 ✓  
Date 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 08-26 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 & Noise Mitigation 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 Compatibility Program Potential Measures



# Goals of Alternatives

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- Part 150 requires evaluation of alternatives that:
  - Reduce existing noncompatible uses
  - Prevent or reduce the probability of the establishment of additional noncompatible uses
  - Do not impose undue burden on interstate and foreign commerce
  - Provide for revision in accordance with §150.23 of this Part
  - Are not unjustly discriminatory
  - Do not derogate safety or adversely affect the safe and efficient use of airspace

# Goals of Alternatives



- Part 150 specifies use of the 65 CNEL noise contour as the threshold contour for land use compatibility
- Residential land uses within the 65 CNEL or greater noise contours are not compatible unless the residence has sound attenuation features
  - **Goal: Reduce noncompatible land uses located within the 65 CNEL or greater contours**
- Part 150 requires evaluation of alternatives that:
  - **Requirement: To the extent practicable, meet both local needs and needs of the national air transportation system, considering tradeoffs between economic benefits derived from the airport and the noise intrusion**
  - **Requirement: Can be implemented in a manner consistent with all the powers and duties of the FAA Administrator**

# Questions to Consider

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- Does the action shift noise without meaningful overall noise reduction?
- Does the action affect safety?
- Does the action reduce airport capacity?
- Can the FAA approve and be able to implement the procedure?
- Does the procedure violate any existing statutes, rules or regulations, or grant assurances?
- How effectively does the action reduce noise?
- Does the action result in newly affected populations?

# Alternatives Analysis Policies



- The alternatives will improve the overall noise environment, not shift noise from one area to another
- Programs that benefit noise-sensitive uses without unduly adversely affecting other noise-sensitive uses will be given highest priority
- Programs for reducing the highest noise levels affecting noise-sensitive uses will be given highest priority

# Noise Measure Categories



**NOISE ABATEMENT  
MEASURES**



**LAND USE & MITIGATION  
MEASURES**



**PROGRAM MANAGEMENT  
MEASURES**

# Noise Abatement Measures



- Runway 08 Arrival Offset Approach - *Modeled*
- Alternative Runway 15 Departure - *Modeled*
- *Others for discussion*
  - Continued/increased use of Nighttime Preferential Runway Use Program
  - Helicopter Operations
  - Ground Runups
  - Reduced Use of Reverse Thrust

# Runway 08 Arrival Offset Approach



# Conceptual Offset Approach to Runway 08



## Objective

Introduce a hypothetical offset arrival procedure to Runway 08 at Hollywood Burbank Airport (BUR) using a rail-aligned path to minimize residential noise exposure.

## Noise Exposure Benefits

- Shifts concentrated noise away from densely populated residential areas
- Potential reduction in 65+ CNEL residential exposure footprint
- Supports long-term noise compatibility goals and land use planning

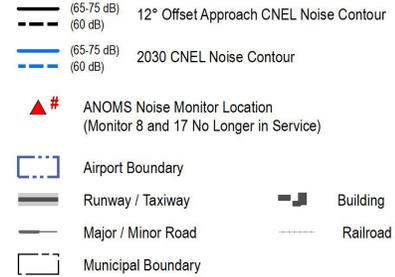
# Conceptual Offset Approach to Runway 08



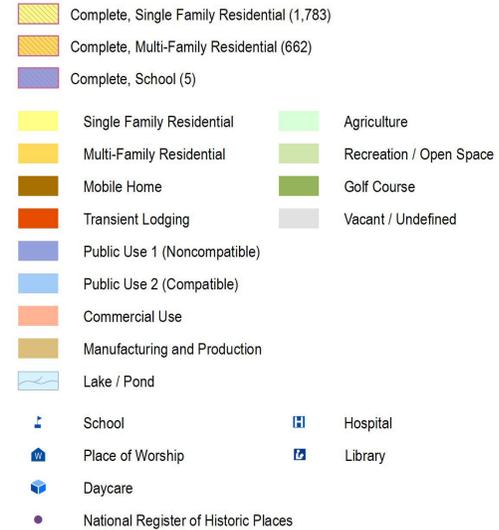
## Noise Modeling

- Model potential changes to 65 CNEL contour footprint
- Assess population and household exposure changes using latest Census and land use data

Figure:  
12° Offset Approach CNEL Noise Contour



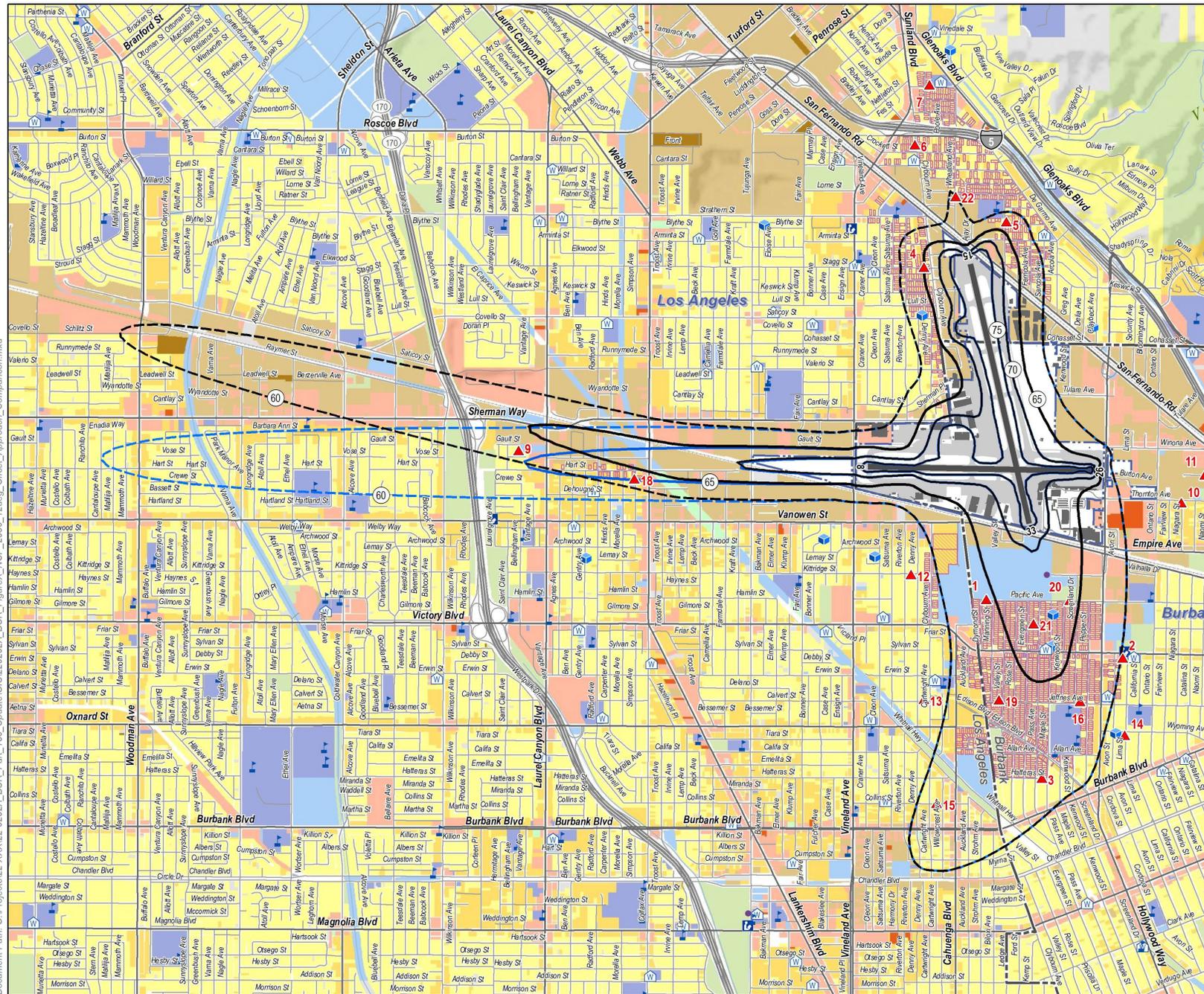
Residential Sound Insulation Program (RSIP)



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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# Conceptual Offset Approach to Runway 08



## Existing (2026) and Forecast (2031) Land Use Compatibility

Source: HMMH 2025

Contour Interval	Population US Census 2020						Housing Units <sup>1</sup>					
	2026			2031			2026			2031		
	Total	RSIP	NC	Total	RSIP	NC	Total	RSIP	NC	Total	RSIP	NC
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
<b>Total within 65 CNEL</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>

Notes: RSIP=Sound Insulation Program (RSIP) compatible. NC = Potential noncompatible properties are identified as NC.

1. The assumed number of occupants per housing unit is 2.5.

## Existing (2026) and Forecast (2031) Land Use Compatibility

Source: HMMH 2025

Contour Interval	2026						2031					
	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
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>

Notes: NRHP = National Register of Historic Places

# Conceptual Offset Approach to Runway 08



## BUR 2030 Contour

Source: HMMH 2025

	Population Census 2020	Housing Units	Area (Acres)	RSIP Population	RSIP HU
60-65 DNL	23,004	8,152	1,537.13	4,077	1,450
65-70 DNL	2,889	907	516.05	1,597	568
70-75 DNL	13	2	191.79	8	3
75+ DNL	0	0	147.08	0	0
<b>Total within DNL 60</b>	<b>25,906</b>	<b>9,061</b>	<b>2,392.05</b>	<b>5,681.82</b>	<b>2,021.00</b>
<b>Total within DNL 65</b>	<b>2,902</b>	<b>909</b>	<b>854.92</b>	<b>1,605.30</b>	<b>571.00</b>

## BUR NCP Offset 2030

Source: HMMH 2025

	Population Census 2020	Housing Units	Area (Acres)	RSIP Population	RSIP HU
60-65 DNL	14,246	5,217	1,532.62	4,380	1,558
65-70 DNL	1,711	515	515.33	1,293	460
70-75 DNL	13	2	192.01	8	3
75+ DNL	0	0	147.12	0	0
<b>Total within DNL 60</b>	<b>15,970</b>	<b>5,734</b>	<b>2,387.08</b>	<b>5,681.82</b>	<b>2,021.00</b>
<b>Total within DNL 65</b>	<b>1,724</b>	<b>517</b>	<b>854.46</b>	<b>1,301.67</b>	<b>463.00</b>

## Change (Offset approach – current approach)

Source: HMMH 2025

	Population Census 2020	Housing Units	Area (Acres)	RSIP Population	RSIP HU
60-65 DNL	-8,758	-2,935	-5	304	108
65-70 DNL	-1,178	-392	-1	-304	-108
70-75 DNL	0	0	0	0	0
75+ DNL	0	0	0	0	0
<b>Total within DNL 60</b>	<b>-9,936</b>	<b>-3,327</b>	<b>-5</b>	<b>0</b>	<b>0</b>
<b>Total within DNL 65</b>	<b>-1,178</b>	<b>-392</b>	<b>0</b>	<b>-304</b>	<b>-108</b>

# Alternative Runway 15 Departure Procedure



# Background

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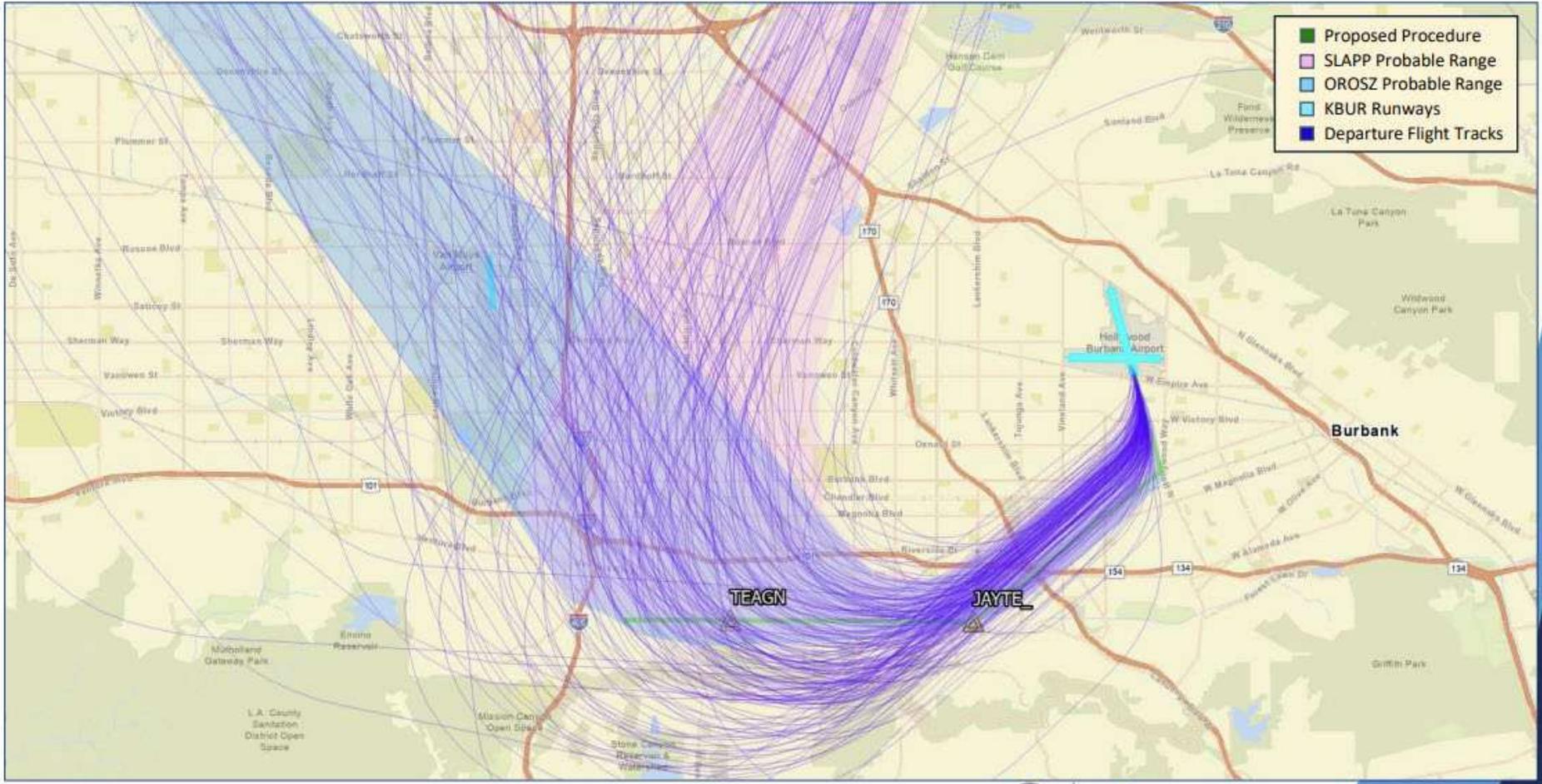


- FAA completed a Draft Environmental Assessment (EA) for departure procedure changes at BUR in February 2024; public comment period closed March 2024.
- Record of Decision (ROD) Issued – No Action alternative selected.
- Draft EA flight track graphics align with Task Force visuals; two procedures noted: SLAPP and OROSZ.

## Current Operations

- Departures from Runway 08 and Runway 15 currently make a turn to fly a 210° heading until receiving vectors from ATC.
- No formal IFP updates in FAA's IFP Gateway for JAYTE or TEAGN waypoints.

# Studied Alternative A and Current Flight Tracks



KBUR EA Supplemental Graphics

February 22, 2024

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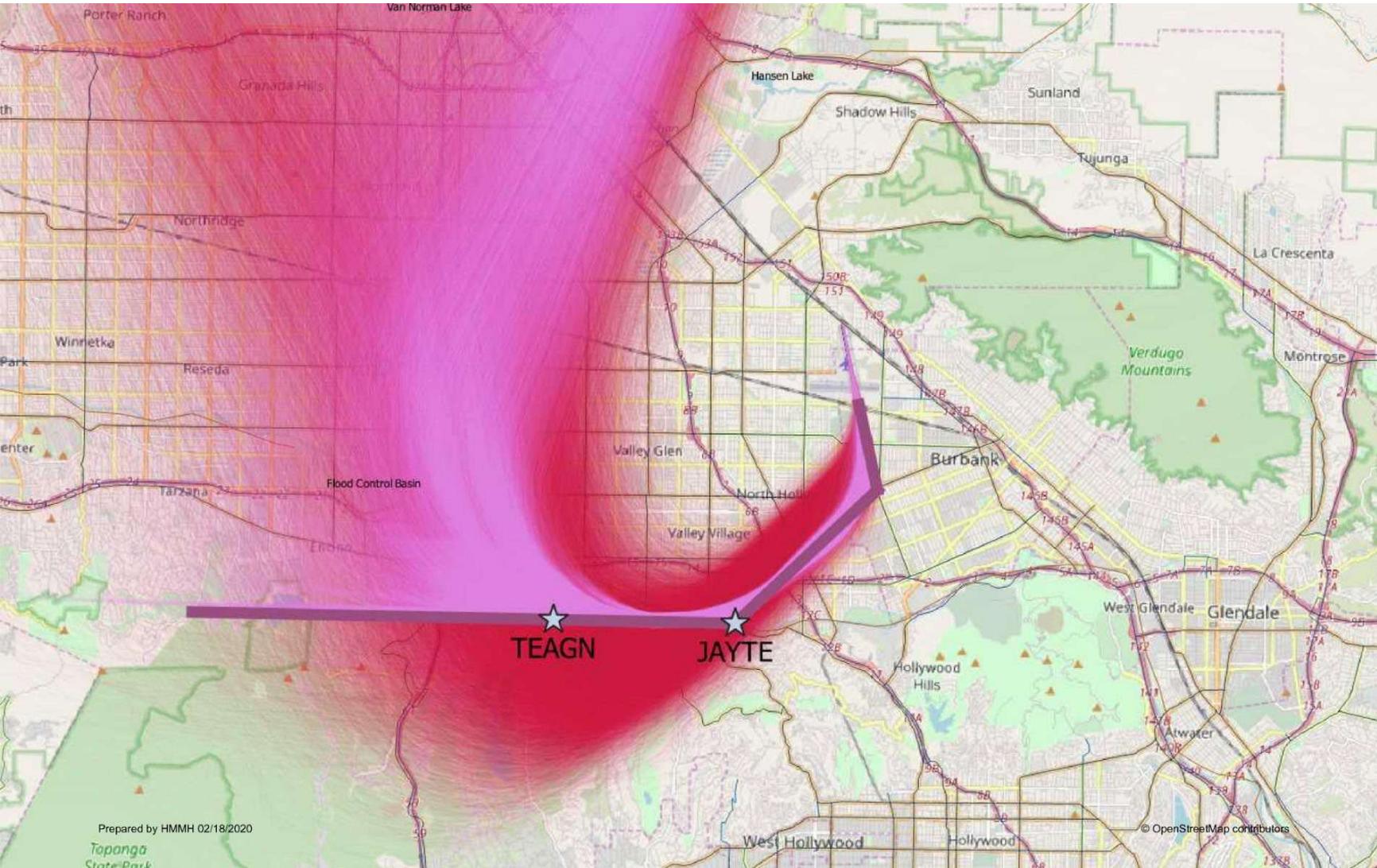


# Noise Analysis

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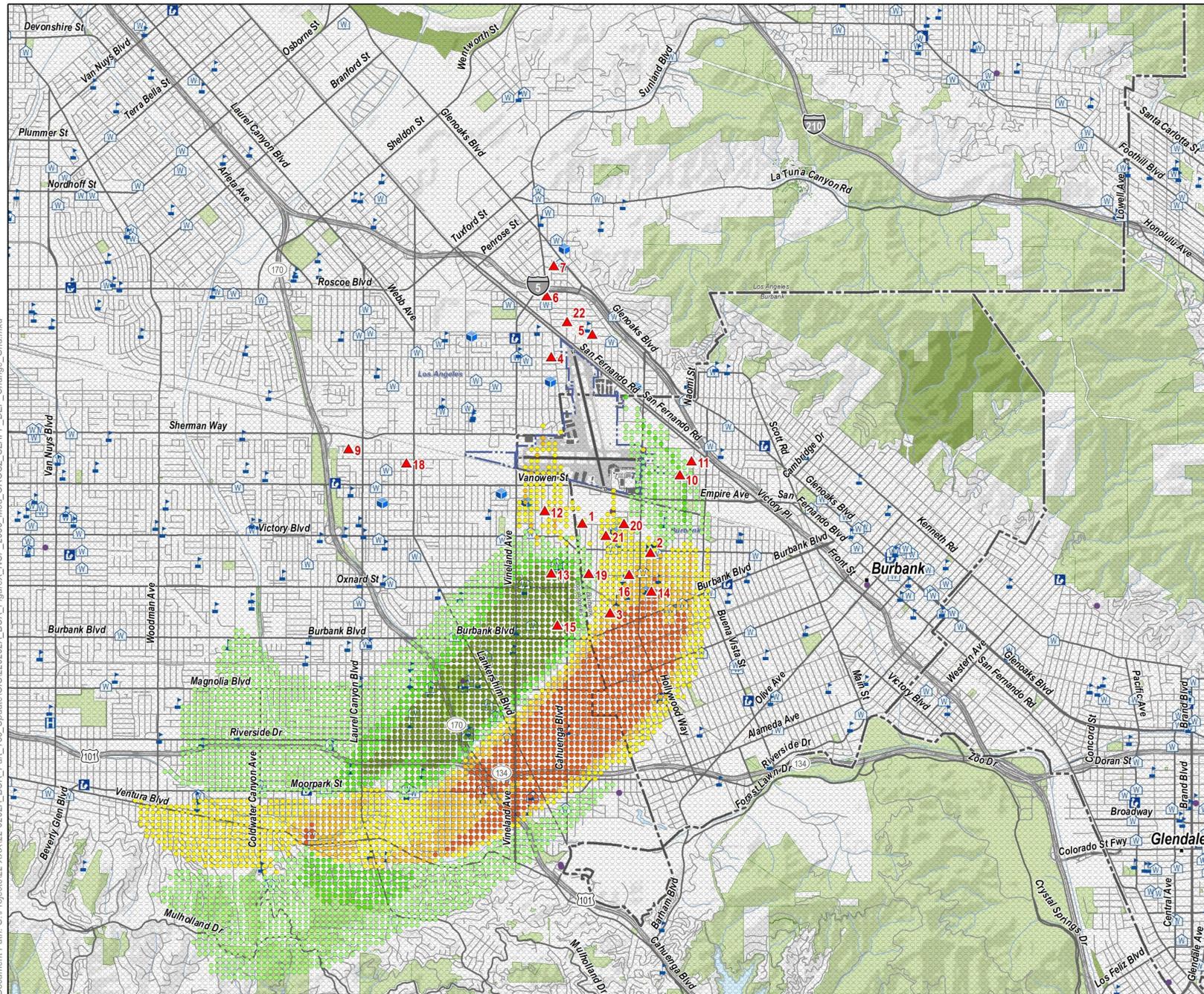


- Modeling based on FAA Draft EA flight tracks
- SLAPP and OROSZ considered as a single or two main flight paths, as they share routing until diverging.
- Generate updated 65 CNEL contours for existing and proposed scenarios.
- Assess residential population and housing units within 65 CNEL contour.
- Perform event-level noise analysis
  - Count and compare the number of departure events exceeding defined noise thresholds.
  - Identify changes in exposure for key communities.

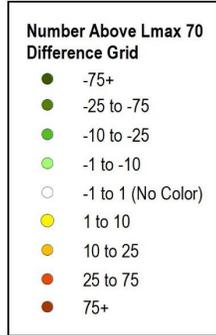


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Figure:  
Number Above Lmax 70 Grid Analysis,  
Modified OROSZ and SLAPP Departure Procedures  
Compared to 2030 CNEL Noise Contour



- ▲ # ANOMS Noise Monitor Location (Monitor 8 and 17 No Longer in Service)
- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Building
- Railroad
- 🏫 School
- 🏠 Place of Worship
- 🏠 Daycare
- 🏥 Hospital
- 📖 Library
- National Register of Historic Places



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



# Noise Abatement Measures - Discussion



## *Other measures for discussion:*

- Continued/increased use of Nighttime Preferential Runway Use Program
- Helicopter Operations
- Ground Runups
- Reduced Use of Reverse Thrust

# Land Use Measures - Discussion



- Sound Insulation Program (new 65 CNEL)
- Airport Land Use Compatibility Plan (ALUCP) and Airport Influence Area (AIA)
- Rebuilds

# Sound Insulation Program (New 65 CNEL)



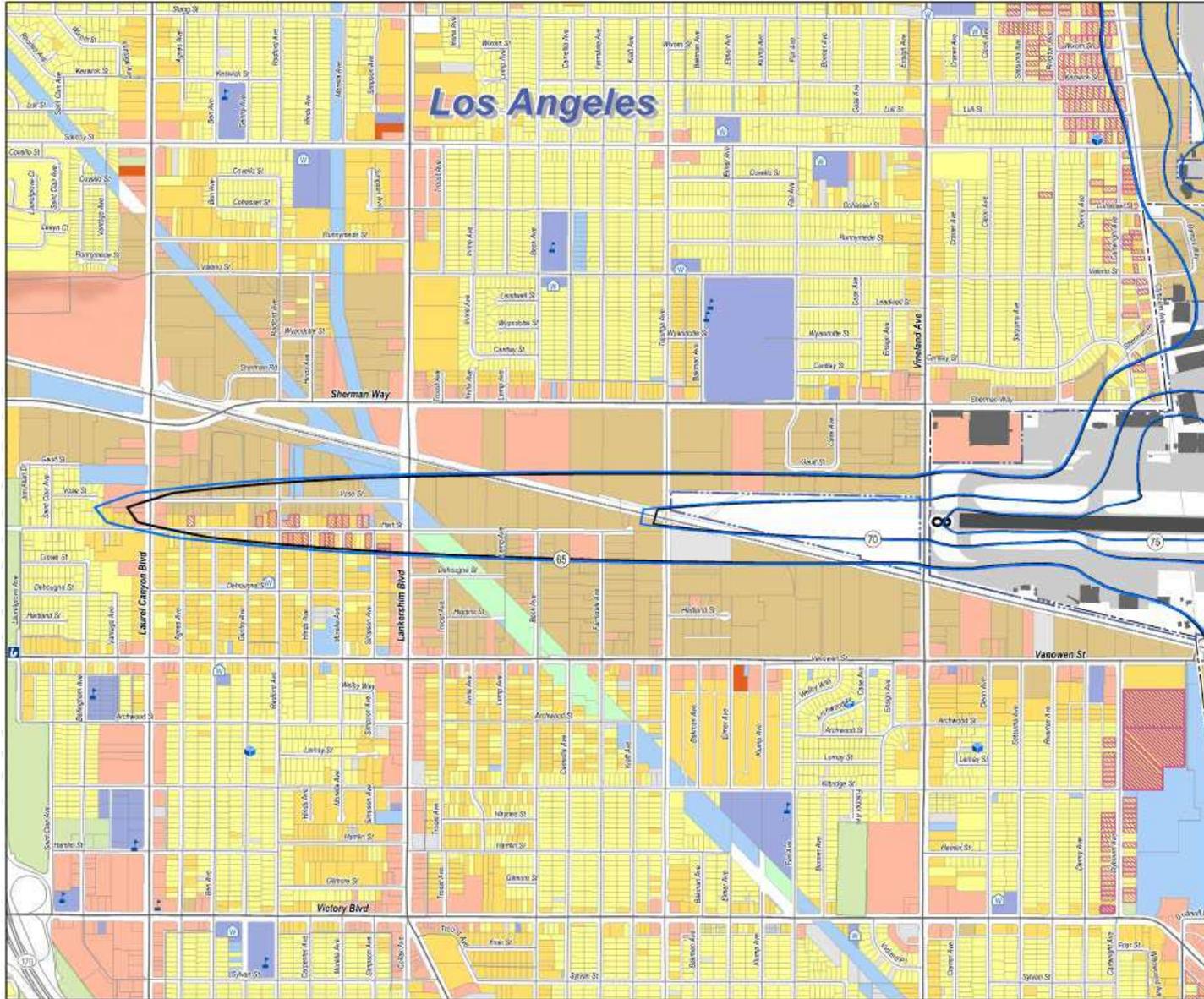


Figure 5-6:  
Comparison of 2025 and 2030 CNEL Noise Contour -  
West Zoom

- 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)
- 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

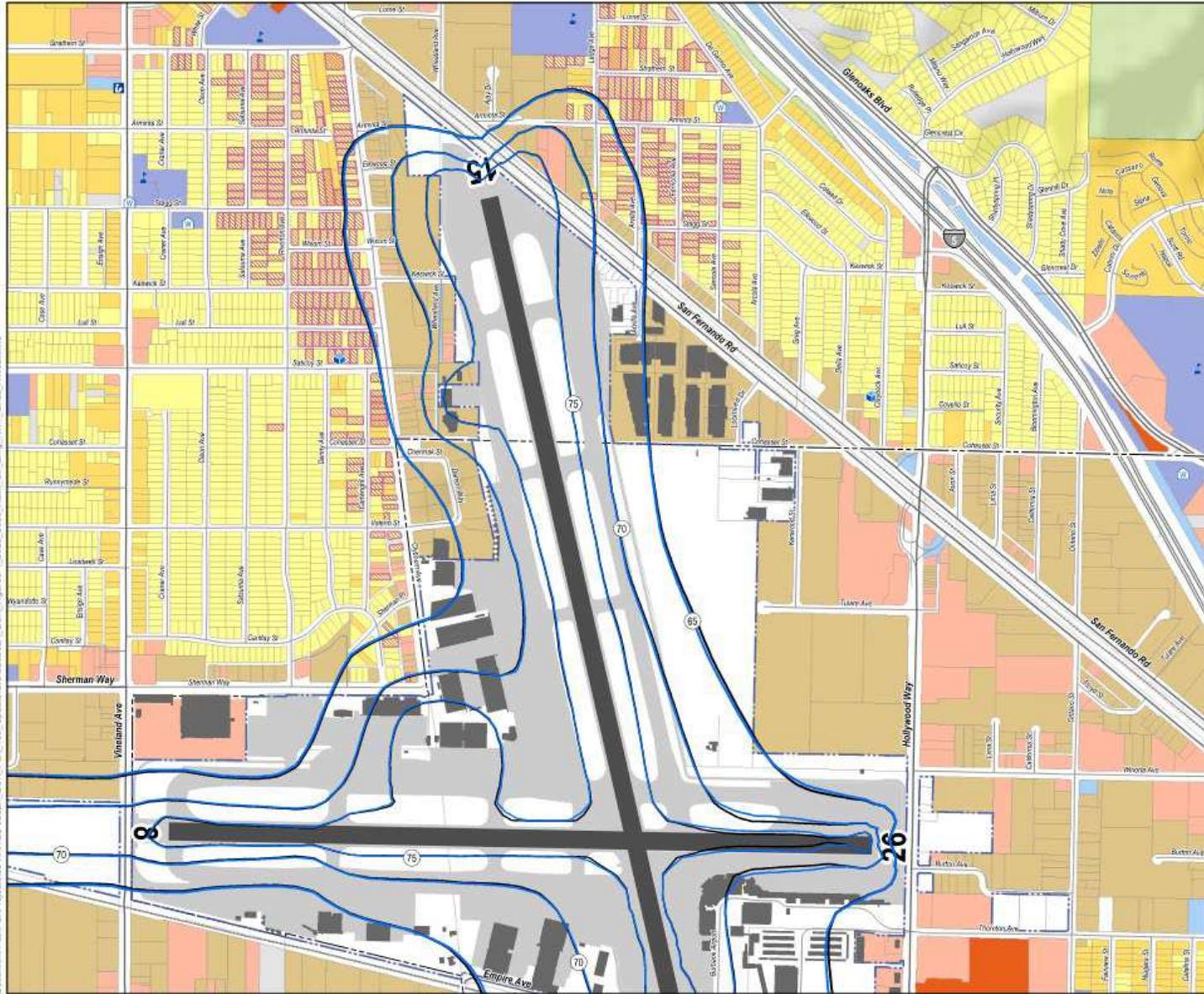
**DRAFT - Subject to Change**

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



# Runway 15

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)
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- Single Family Residential
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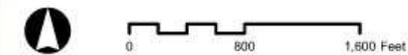
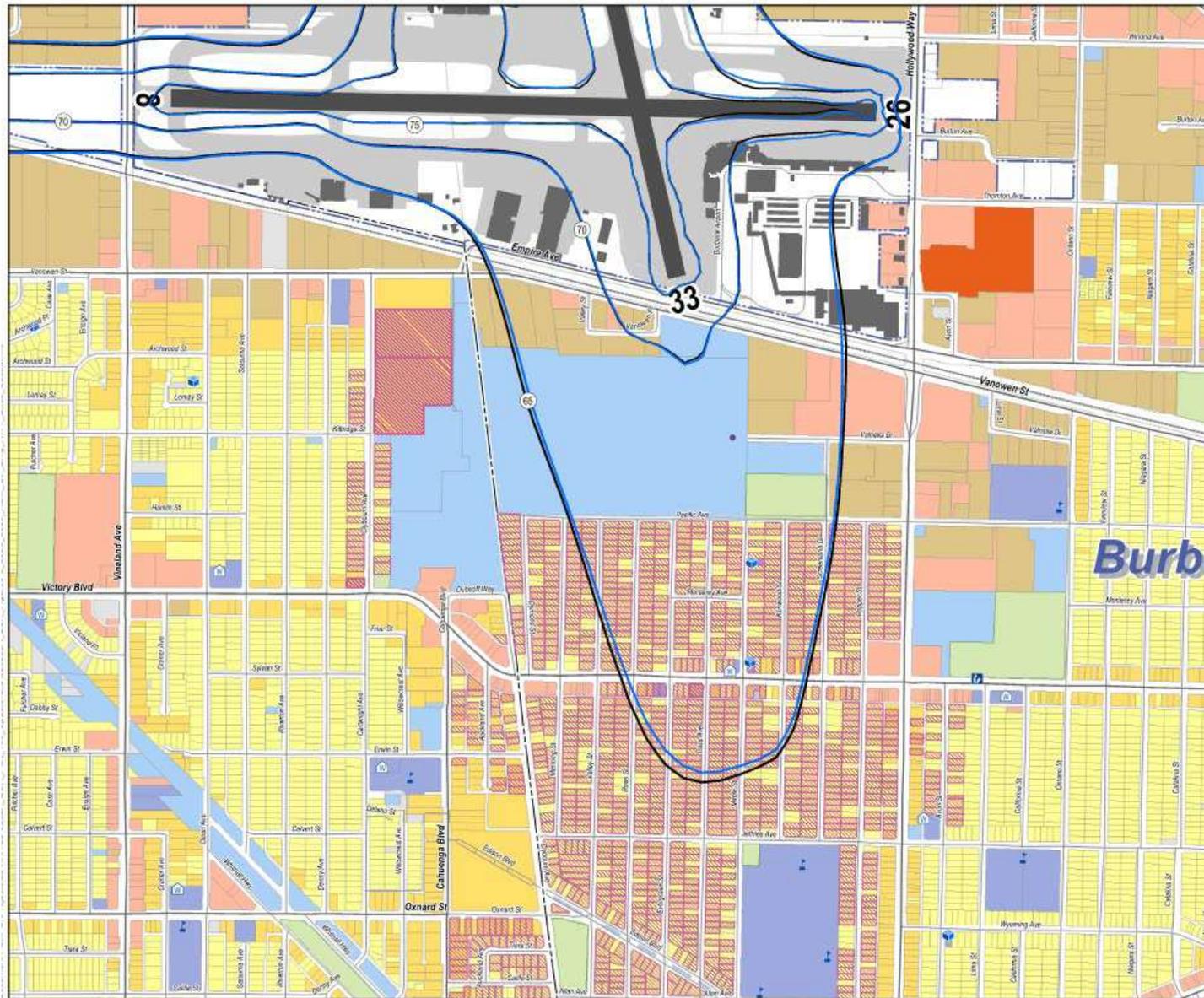


Figure 5-5:  
Comparison of 2025 and 2030 CNEL Noise Contour -  
South Zoom



- 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)
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  - Complete, School (5)

- Single Family Residential
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- Public Use 2 (Compatible)
- Commercial Use
- Manufacturing and Production
- Agriculture
- Recreation / Open Space
- Golf Course
- Vacant / Undefined

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

**DRAFT - Subject to Change**

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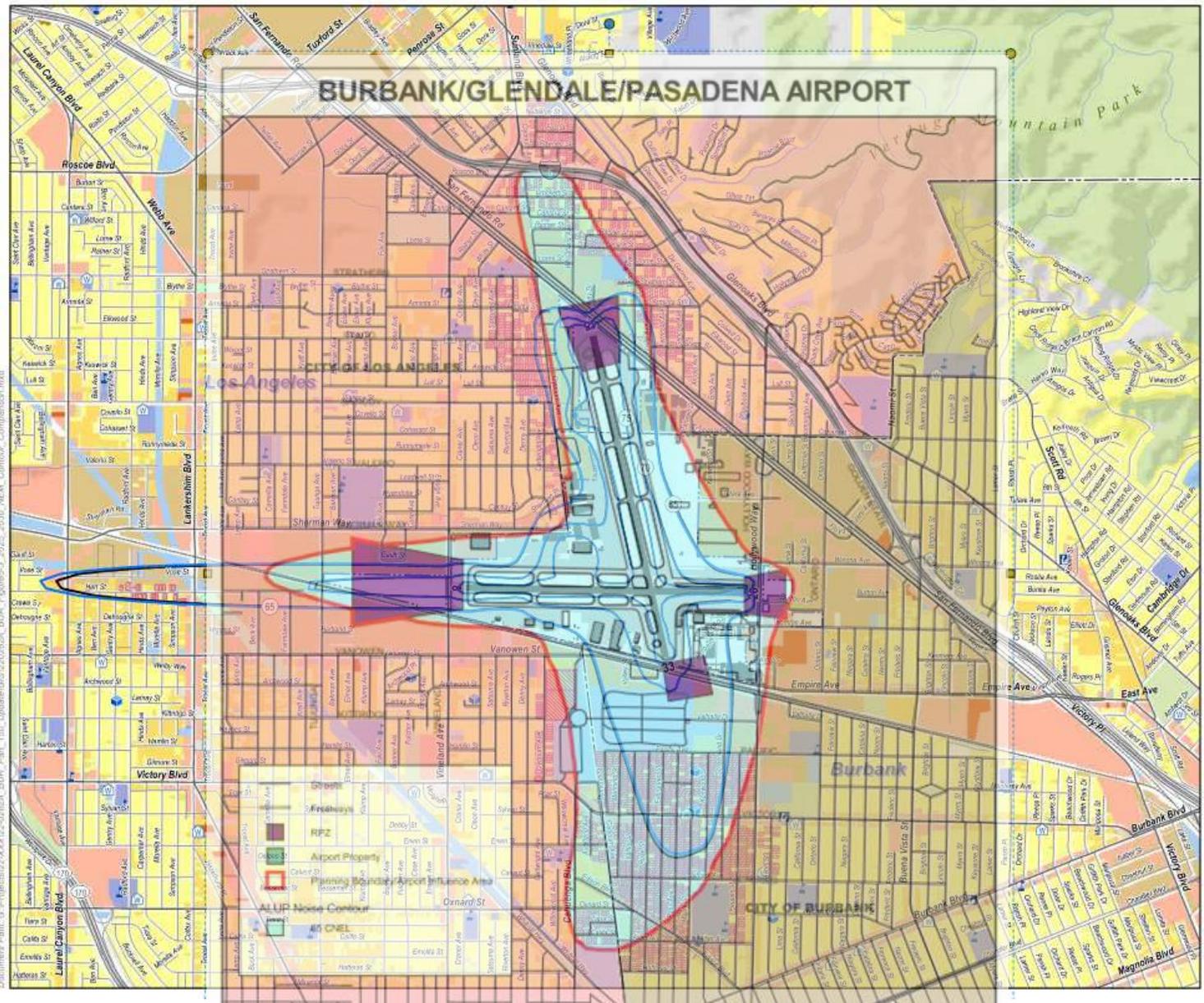
# Airport Land Use Compatibility Plan (ALUCP) and Airport Influence Area (AIA)





# Airport Land Use Compatibility Plan (ALUCP) and Airport Influence Area (AIA)

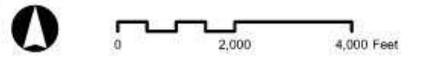
Figure 5-3:  
Comparison of 2025 and 2030 CNEL Noise Contour



- 2025 CNEL Noise Contour (65-75 dB CNEL)
  - 2030 CNEL Noise Contour (65-75 dB CNEL)
  - Airport Boundary
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**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.



# Program Management Measures - Discussion



- Noise Office
- Maintain and Update/Improve Noise Monitoring Program
- Dashboard/Fly Quiet Program
- Update the NEM/NCP

# Brainstorming Session

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- Time to discuss!
- Each committee member gets a chance to share their ideas with the group.

## Next Steps, Schedule, and Project Contacts



# Next Steps

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- Noise Compatibility Program (NCP) Development – Use input from today to further develop recommended measures to address remaining noncompatible land uses identified in the NEM
- Come back with additional refinement of potential alternatives and modeling if needed

# Tentative Schedule



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

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

# Project Contacts



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<b>Project Website</b>	<a href="http://www.hollywoodburbankairport.com/noise/part-150-study-update">www.hollywoodburbankairport.com/noise/part-150-study-update</a>
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# Questions & Comments

