Hollywood Burbank Airport

Burbank-Glendale-Pasadena Airport Authority

Part 150 Noise Update

Noise Exposure Map Update Appendices

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Appendix A: Noise Metrics

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A.1 Aircraft Noise Terminology

Noise is a complex physical quantity. The properties, measurement, and presentation of noise involve specialized terminology that can be difficult to understand. To provide a basic reference on these technical issues, this section introduces fundamentals of noise terminology, the effects of noise on human activity, and noise propagation.

A.1.1 Introduction to Noise Terminology

Analyses of potential impacts from changes in aircraft noise levels rely largely on a measure of cumulative noise exposure over an entire calendar year, expressed in terms of metrics called the Day-Night Average Sound Level (DNL) or Community Noise Equivalent Level (CNEL). However, DNL and CNEL do not provide an adequate description of noise for many purposes. A variety of measures, which are further described in subsequent subsections, are available to address essentially any issue of concern, including:

- Sound Pressure Level (SPL) and the decibel (dB)
- A-Weighted Decibel (dBA)
- Maximum A-Weighted Sound Level (L_{max})
- Time Above (TA)
- Sound Exposure Level (SEL)
- Equivalent A-Weighted Sound Level (L_{eq})
- DNL and CNEL

A.1.2 Sound Pressure Level (SPL) and the Decibel (dB)

All sounds come from a sound source—a musical instrument, a voice speaking, an airplane passing overhead. It takes energy to produce sound. The sound energy produced by any sound source travels through the air in sound waves—tiny, quick oscillations of pressure just above and just below atmospheric pressure. The ear senses these pressure variations and, with much processing in our brain, translates them into "sound."

Our ears are sensitive to a wide range of sound pressures. The loudest sounds that we can hear without pain contain about one million times more energy than the quietest sounds we can detect. To allow us to perceive sound over this very wide range, our ear/brain "auditory system" compresses our response in a complex manner, represented by a term called sound pressure level (SPL), which we express in units called decibels (dB).

Mathematically, SPL is a logarithmic quantity based on the ratio of two sound pressures, the numerator being the pressure of the sound source of interest (P_{source}), and the denominator being a reference pressure ($P_{reference}$).[1]

$$\textit{Sound Pressure Level (SPL)} = 20 * Log\left(\frac{P_{source}}{P_{reference}}\right) dB$$

[1] The reference pressure is approximately the quietest sound that a healthy young adult can hear.

The logarithmic conversion of sound pressure to SPL means that the quietest sound that we can hear (the reference pressure) has a sound pressure level of about 0 dB, while the loudest sounds that we hear without pain have sound pressure levels of about 120 dB. Most sounds in our day-to-day environment have sound pressure levels from about 40 to 100 dB.[2]

Because decibels are logarithmic quantities, we cannot use common arithmetic to combine them. For example, if two sound sources each produce 100 dB operating individually, when they operate simultaneously, they produce 103 dB—not the 200 dB we might expect. Increasing to four equal sources operating simultaneously will add another 3 dB of noise, resulting in a total SPL of 106 dB. For every doubling of the number of equal sources, the SPL goes up another 3 dB.

If one noise source is much louder than another is, the louder source "masks" the quieter one and the two sources together produce virtually the same SPL as the louder source alone. For example, 100 dB and 80 dB sources produce approximately 100 dB of noise when operating together.

Two useful “rules of thumb” related to SPL are worth noting: (1) humans generally perceive a 6 to 10 dB increase in SPL to be about a doubling of loudness,[3] and (2) changes in SPL of less than about 3 dB for an particular sound are not readily detectable outside of a laboratory environment.

A.1.3 A-Weighted Decibel

An important characteristic of sound is its frequency, or "pitch.” This is the per-second oscillation rate of the sound pressure variation at our ear, expressed in units known as Hertz (Hz).

When analyzing the total noise of any source, acousticians often break the noise into frequency components (or bands) to consider the “low,” “medium,” and “high” frequency components. This breakdown is important for two reasons:

- Our ear is better equipped to hear mid and high frequencies and is least sensitive to lower frequencies. Thus, we find mid- and high-frequency noise more annoying.
- Engineering solutions to noise problems differ with frequency content. Low-frequency noise is generally harder to control.

The normal frequency range of hearing for most people extends from a low of about 20 Hz to a high of about 10,000 to 15,000 Hz. Most people respond to sound most readily when the predominant frequency is in the range of normal conversation, typically around 1,000 to 2,000 Hz. The acoustical community has defined several “filters,” which approximate this sensitivity of our ear and thus, help us to judge the relative loudness of various sounds made up of many different frequencies.

The so-called "A" filter (“A weighting”) generally does the best job of matching human response to most environmental noise sources, including natural sounds and sound from common transportation sources. “A-weighted decibels” are abbreviated “dBA.” Because of the correlation with our hearing, the U. S. Environmental Protection Agency (EPA) and nearly every other federal and state agency have adopted

[2] The logarithmic ratio used in its calculation means that SPL changes relatively quickly at low sound pressures and more slowly at high pressures. This relationship matches human detection of changes in pressure. We are much more sensitive to changes in level when the SPL is low (for example, hearing a baby crying in a distant bedroom), than we are to changes in level when the SPL is high (for example, when listening to highly amplified music).

[3] A “10 dB per doubling” rule of thumb is the most often used approximation.

A-weighted decibels as the metric for use in describing environmental and transportation noise. Figure A-1 depicts A-weighting adjustments to sound from approximately 20 Hz to 10,000 Hz.

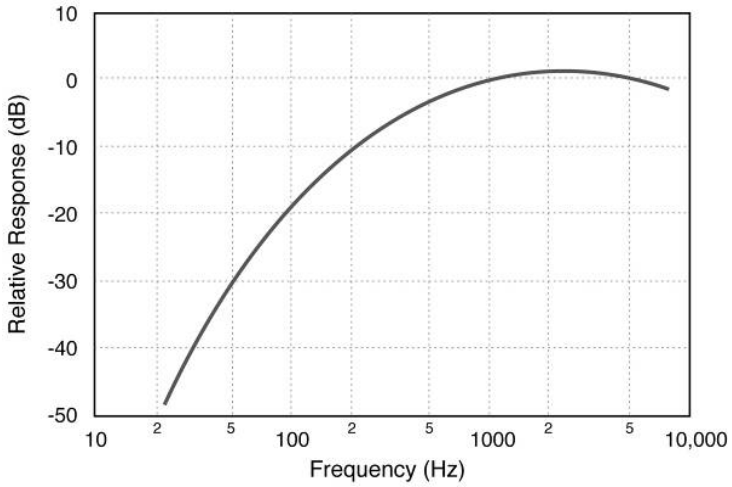

Figure A-1. A-Weighting Frequency Response

Source: Extract from Harris, Cyril M., Editor, "Handbook of Acoustical Measurements and Control," McGraw-Hill, Inc., 1991, pg. 5.13; HMMH

As the figure shows, A-weighting significantly de-emphasizes noise content at lower and higher frequencies where we do not hear as well, and has little effect, or is nearly "flat," in for mid-range frequencies between 1,000 and 5,000 Hz. All sound pressure levels presented in this document are A-weighted unless otherwise specified.

Figure A-2 depicts representative A-weighted sound levels for a variety of common sounds.

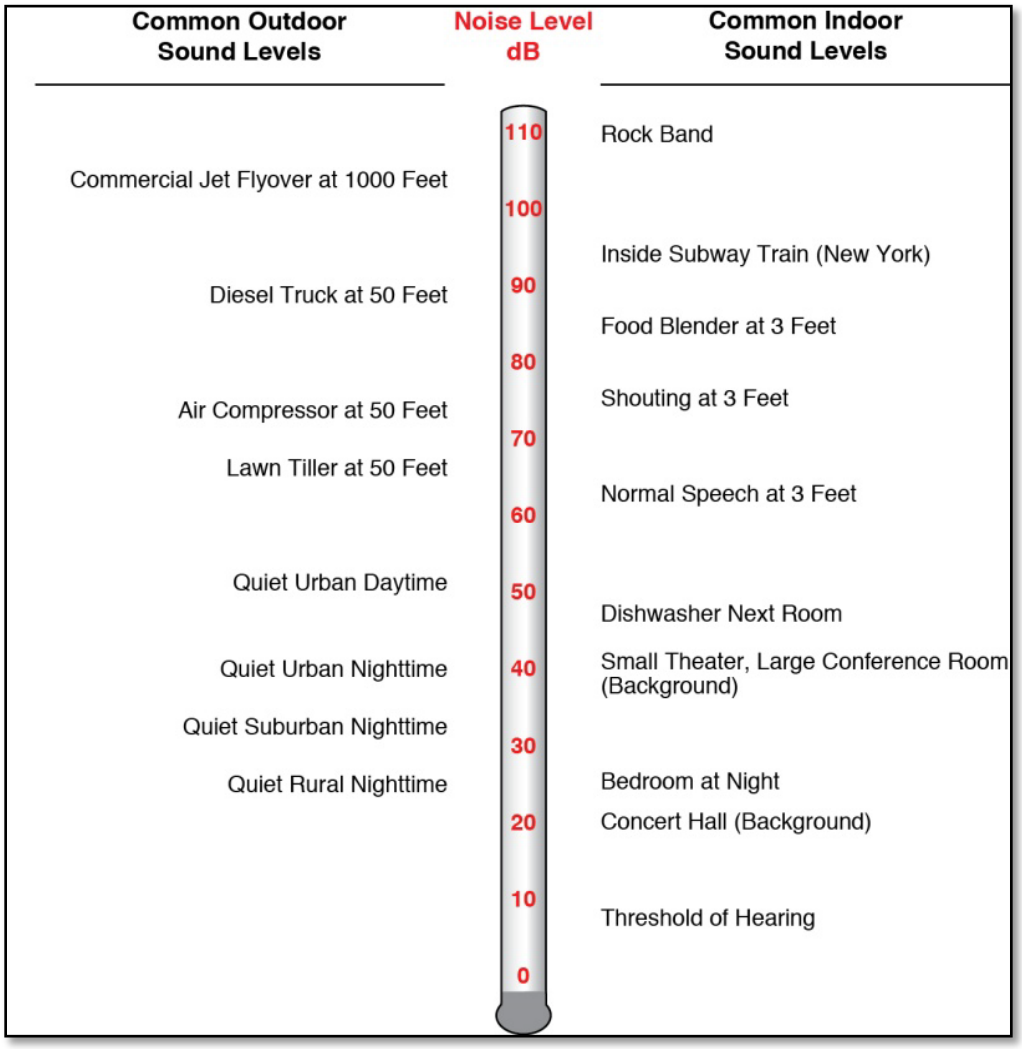

Figure A-2. A-Weighted Sound Levels for Common Sounds
Source: HMMH

A.1.4 Maximum A-Weighted Sound Level (L_{max})

An additional dimension to environmental noise is that A-weighted levels vary with time. For example, the sound level increases as a car or aircraft approaches, then falls and blends into the background as the aircraft recedes into the distance. The background or “ambient” level continues to vary in the absence of a distinctive source (e.g., due to birds chirping, insects buzzing, or leaves rustling). It is often convenient to describe a particular noise "event" (e.g., a vehicle passing by or a dog barking) by its maximum sound level, abbreviated as L_{max}.

Figure A-3 depicts this general concept, for a hypothetical noise event with an L_{max} of approximately 102 dB.

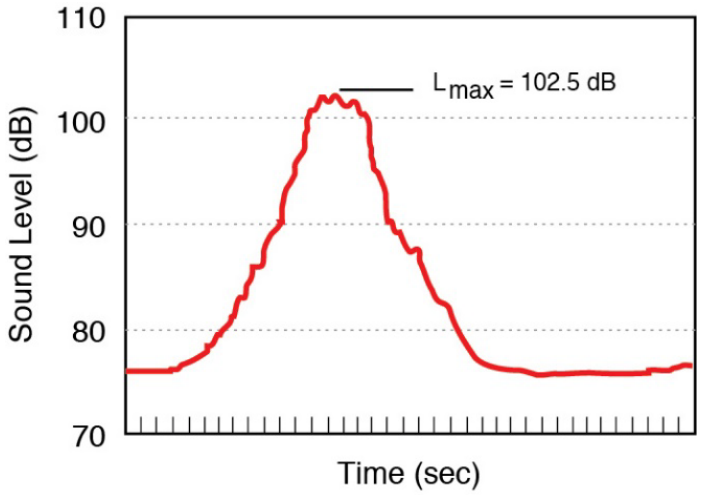

Figure A-3. Variation in A-Weighted Sound Level over Time and Maximum Noise Level

Source: HMMH

While the maximum level is easy to understand, it suffers from a serious drawback when used to describe the relative "noisiness" of an event such as an aircraft flyover, i.e., it describes only one dimension of the event and provides no information on the event's overall, or cumulative, noise exposure. In fact, two events with identical maximum levels may produce very different total exposures. One may be of very short duration, while the other may continue for an extended period and be judged much more annoying.

The next section introduces a measure that accounts for this concept of a noise "dose" or the cumulative exposure associated with an individual "noise event" such as an aircraft flyover.

A.1.5 Sound Exposure Level (SEL)

The most commonly used measure of cumulative noise exposure for an individual noise event, such as an aircraft flyover, is the Sound Exposure Level, or SEL. SEL is a summation of the A-weighted sound energy over the entire duration of a noise event. SEL expresses the accumulated energy in terms of the one-second-long steady-state sound level that would contain the same amount of energy as the actual time-varying level.

SEL provides a basis for comparing noise events that generally match our impression of their overall "noisiness," including the effects of both duration and level. The higher the SEL, the more annoying a noise event is likely to be. In simple terms, SEL "compresses" the energy for the noise event into a single second. Figure A-4 depicts this compression, for the same hypothetical event shown in Figure A-3. Note that the SEL is higher than the L_{max}.

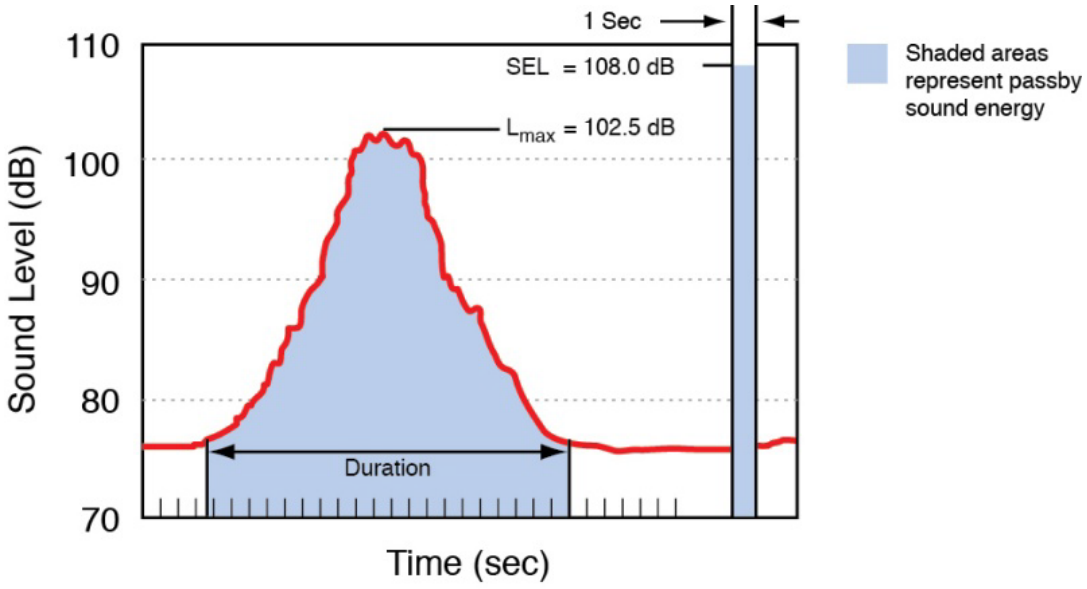

Figure A-4. Graphical Depiction of Sound Exposure Level

Source: HMMH

The "compression" of energy into one second means that a given noise event's SEL will almost always will be a higher value than its L_{max}. For most aircraft flyovers, SEL is roughly 5 to 12 dB higher than L_{max}. Adjustment for duration means that relatively slow and quiet propeller aircraft can have the same or higher SEL than faster, louder jets, which produce shorter duration events.

A.1.6 Equivalent A-Weighted Sound Level, L_{eq}

The Equivalent Sound Level, abbreviated L_{eq}, is a measure of the exposure resulting from the accumulation of sound levels over a particular period of interest (e.g., 1 hour, an 8-hour school day, nighttime, or a full 24-hour day). L_{eq} plots for consecutive hours can help illustrate how the noise dose rises and falls over a day or how a few loud aircraft significantly affect some hours.

L_{eq} may be thought of as the constant sound level over the period of interest that would contain as much sound energy as the actual varying level. It is a way of assigning a single number to a time-varying sound level. Figure A-5 illustrates this concept for the same hypothetical event shown in Figure A-3 and Figure A-4. Note that the L_{eq} is lower than either the L_{max} or SEL.

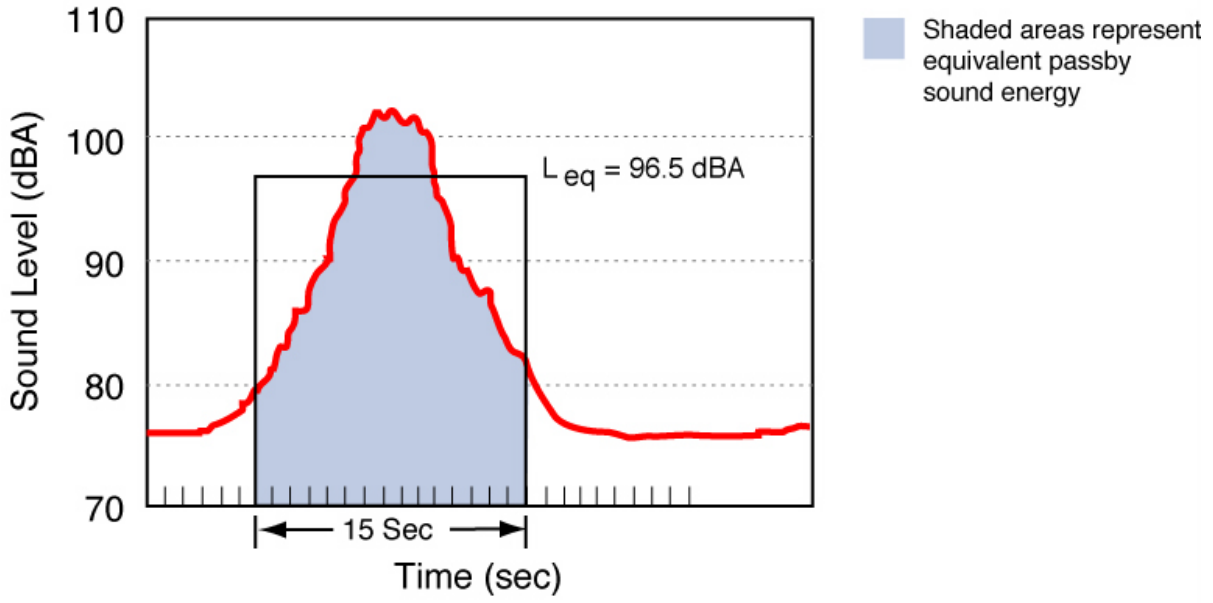

Figure A-5. Example of a 15-Second Equivalent Sound Level

Source: HMMH

A.1.7 Day-Night Average Sound Level (DNL or L_{dn})

The Federal Aviation Administration (FAA) requires that airports use a measure of noise exposure that is slightly more complicated than L_{eq} to describe cumulative noise exposure: the Day-Night Average Sound Level (DNL). 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.[4]

The U.S. EPA identified DNL as the most appropriate means of evaluating airport noise based on the following considerations.[5]

- The measure should be applicable to the evaluation of pervasive long-term noise in various defined areas and under various conditions over long periods.
- The measure should correlate well with known effects of the noise environment and on individuals and the public.
- The measure should be simple, practical, and accurate. In principle, it should be useful for planning as well as for enforcement or monitoring purposes.
- The required measurement equipment, with standard characteristics, should be commercially available.
- The measure should be closely related to existing methods currently in use.

[4] CNEL is similar to DNL; however, CNEL 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 p.m.).
[5] "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety," U. S. EPA Report No. 550/9-74-004, March 1974.

- The single measure of noise at a given location should be predictable, within an acceptable tolerance, from knowledge of the physical events producing the noise.
- The measure should lend itself to small, simple monitors, which can be left unattended in public areas for long periods.

Most federal agencies dealing with noise have formally adopted DNL. The Federal Interagency Committee on Noise (FICON) reaffirmed the appropriateness of DNL in 1992. The FICON summary report stated, "There are no new descriptors or metrics of sufficient scientific standing to substitute for the present DNL cumulative noise exposure metric."

In 2015, the FAA began a multi-year effort to update the scientific evidence on the relationship between aircraft noise exposure and its effects on communities around airports.[6] This was the most comprehensive study using a single noise survey ever undertaken in the United States, polling communities surrounding 20 airports nationwide. The FAA Reauthorization Act of 2018 under Section 188 and 173, required FAA to complete the evaluation of alternative metrics to the DNL standard within one year. The Section 188 and 173 Report to Congress was delivered on April 14, 2020[7] and concluded that while no single noise metric can cover all situations, DNL provides the most comprehensive way to consider the range of factors influencing exposure to aircraft noise. In addition, use of supplemental metrics is both encouraged and supported to further disclose and aid in the public understanding of community noise impacts. The full study supporting these reports was released in January 2021. If changes are warranted in the use of DNL, which DNL level to assess or the use of supplemental metrics, FAA will propose revised policy and related guidance and regulations, subject to interagency coordination, as well as public review and comment.

In simple terms, DNL is the 24-hour L_{eq} with one adjustment: all noises occurring at night (defined as 10 p.m. through 7 a.m.) are increased by 10 dB to reflect the added intrusiveness of nighttime noise events when background noise levels decrease. In calculating aircraft exposure, this 10 dB increase is mathematically identical to counting each nighttime aircraft noise event ten times. CNEL, like DNL, adds 10 dB adjustment 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.).

DNL and CNEL can be measured or estimated. Measurements are practical only for obtaining DNL and CNEL values for limited numbers of points, and, in the absence of a permanently installed monitoring system, only for relatively short periods. Most airport noise studies use computer-generated DNL or CNEL estimates depicted as equal-exposure noise contours (much as topographic maps have contours of equal elevation).

The annual DNL and CNEL is mathematically identical to the DNL/CNEL for the average annual day, i.e., a day on which the number of operations is equal to the annual total divided by 365 (366 in a leap year). Figure A-6 graphically depicts the manner in which the nighttime adjustment applies in calculating CNEL. Figure A-7 presents representative outdoor DNL values measured at various U.S. locations.

[6] Federal Aviation Administration. Press Release – FAA To Re-Evaluate Method for Measuring Effects of Aircraft Noise. https://www.faa.gov/news/press_releases/news_story.cfm?newsId=18774

[7] Federal Aviation Administration. Report to Congress on an evaluation of alternative noise metrics. https://www.faa.gov/about/plans_reports/congress/media/Day-Night_Average_Sound_Levels_COMPLETED_report_w_letters.pdf

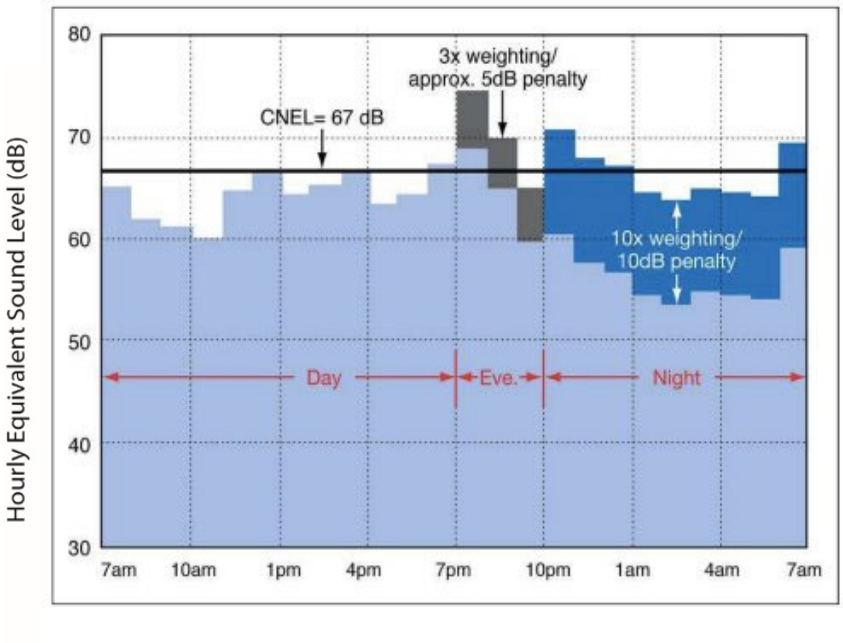

Figure A-6. Example of a Day-Night Average Sound Level Calculation

Source: HMMH

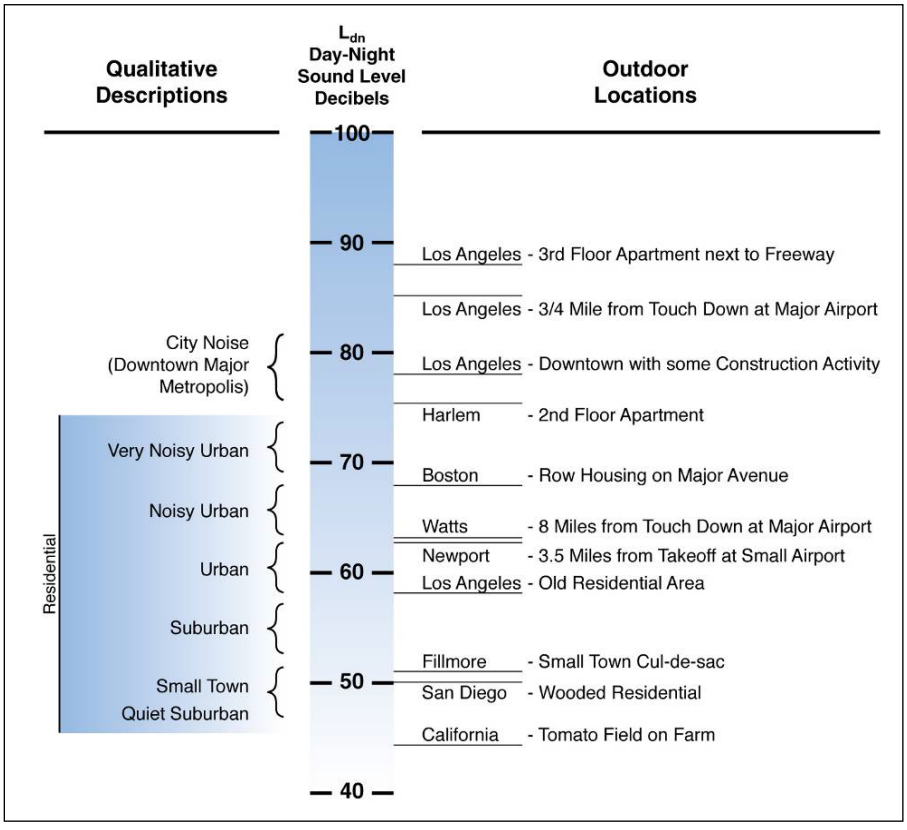

Figure A-7. Examples of Measured Day-Night Average Sound Levels, DNL

Source: U.S. Environmental Protection Agency, "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety," March 1974, p.14.

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Appendix B: Existing Noise Compatibility Program

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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	10/24/2016 Date	✓ CONCUR	NONCONCUR
Director, Office of Airports, Western-Pacific Region, AWP-600	10/24/16 Date	✓ APPROVED	DISAPPROVED

Record of Approval
Bob Hope Airport
Burbank, California
Noise Compatibility Program Revision #2

INTRODUCTION

The Bob Hope Airport (Airport), Burbank, California, Noise Compatibility Program (NCP) Revision #2 describes the current and future noncompatible land uses based upon the parameters established in Title 14, Code of Federal Regulations (CFR), Part 150, *Airport Noise Compatibility Planning*. The NCP revision replaces the various NCP measures approved by the Federal Aviation Administration (FAA) on November 27, 2000. Additionally, on August 4, 2004, the Bob Hope Airport added Land Use Measure 7 (seven), which was to retain property located in the northeast quadrant within the 2003, 65 Community Noise Equivalent Level (CNEL) noise exposure contour. The NCP Update recommends a total of 18 (eighteen) measures to reduce the effect of noise generated at the Airport. The recommendations include 9 (nine) Noise Abatement measures, 4 (four) Noise Mitigation measures, 1 (one) Land Use measure, and 4 (four) Program Management measures. The recommended program measures are summarized in Table 7E, and described in detail in Chapter 1 and Appendix A of the NCP Update. During the 14 CFR Part 150 review process, the FAA identified a typographical error throughout the signed November 27, 2000, Record of Approval (Appendix A) that references the 1988 NCP. The NCP was approved by FAA on July 27, 1989. Thus, the correct approval reference for the original 14 CFR Part 150 NCP is 1989 NCP.

The approvals listed herein include approvals of actions that the Burbank-Glendale-Pasadena Airport Authority (the Airport Operator) recommends be taken by the FAA. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of 14 CFR Part 150. These approvals do not constitute decisions to implement the actions. These approvals do not constitute a commitment by the FAA to provide Federal financial assistance for these projects. Later decisions concerning possible implementation of the actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize, as closely as possible, the Airport Operator's recommendations in the NCP and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA.

NOISE ABATEMENT MEASURES

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. This measure was previously approved by the FAA as an element of the 1989 NCP. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page 1, Table 7E, Appendix A - page A-10).

FAA Action: Approved.

2. Continue Requiring Compliance with the Airport's Engine Test Run-up 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. 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 NCP and 2000 NCP. (NCP Page 1, Table 7E, Appendix A - page A-11).

FAA Action: Approved.

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. This measure was previously approved by the FAA as a

voluntary measure only, as an element of the 1989 NCP and 2000 NCP. (NCP Page 1, Table 7E, Appendix A - page A-11).

FAA Action: Approved as Voluntary Only.

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. This measure was previously approved by the FAA as an element of the 1989 and 2000 NCP. (NCP Page 2, Table 7E, Appendix A - page A-11).

FAA Action: Approved as Voluntary Only.

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. 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 NCP and 2000 NCP. (NCP Page 2, Table 7E, Appendix A - pages A-11, and A-12).

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.

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. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page 2, Table 7E, Appendix A - page A-12).

FAA Action: Approved.

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. This measure was previously approved by the FAA as a voluntary measure only, as an element of the 2000 NCP. (NCP Page 2, Table 7E, Appendix A - page A-12).

FAA Action: Approved as Voluntary Only. Specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA review and approval. Airfield signs and other publications must not construe the procedure as mandatory and must be consistent with applicable FAA airfield signage standards

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. This measure was previously identified by the FAA as no action required at this time, as an element of the 2000 NCP. (NCP Page 2, Table 7E, Appendix A - page A-12).

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 effects of this proposal.

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 run-up 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. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page, 3, Table 7E, Appendix A - page A-13).

FAA Action: Approved.

NOISE MITIGATION MEASURES

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. This measure was previously approved by the FAA as an element of the 1989 NCP and 2000 NCP. (NCP Page 3, Table 7E, Appendix A - page A-14).

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 this Part 150 update. 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.

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. This measure was previously approved by the FAA as an element of the 2000 NCP and has been updated to reflect the 2017 NEM. (NCP Pages 9-10, Exhibits 1B and 1C, Table 7E, Appendix A, page A-14).

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.

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. (NCP Page 16, Table 7E, Exhibit 1E).

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.

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.

LAND USE PLANNING MEASURES

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. 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. (NCP page 12, Exhibit 1D, Table 7E, Appendix A - pages A-18 and A-19).

FAA Action: Approved. The subject land was originally acquired from Lockheed-Martin Corporation for a proposed passenger terminal partly on the former Lockheed Martin "B-6" property. The City of Burbank has prevented the Burbank-Glendale-Pasadena Airport Authority from constructing the replacement passenger terminal. This new measure would enable the Burbank-Glendale-Pasadena Airport Authority to retain property impacted by high noise levels to prevent the development of noise-sensitive land uses within the 65 CNEL noise contour and that would jeopardize the long-term viability of the airport. This revision does not affect the noise contours; increase the number of individuals affected by aircraft noise; delay the implementation of the other elements of the program; or result in an increased cost to the program.

PROGRAM MANAGEMENT MEASURES

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. 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. (NCP Page 15, Table 7E, Appendix A - page A-16).

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.

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. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page 6, Table 7E, Appendix A - page A-17).

FAA Action: **Approved.**

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. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page 6, Table 7E, Appendix A - page A-17).

FAA Action: **Approved**. The program should be updated to respond to changing conditions in the local area and in the aviation industry. Any update, or changes to the NCP should be reviewed by the FAA, all affected aircraft operators, and local agencies. In order to comply with 14 CFR Part 150, the proposed changes should be submitted to FAA for approval after local consultation and a public hearing has been conducted.

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. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page 6, Table 7E, Appendix A, page A-17).

FAA Action: **Approved.**

END OF RECORD OF APPROVAL

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Appendix C: Noise Modeling

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Operational Forecast Documents

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Technical Memorandum

To: Timothy Middleton, HMMH

From: Mead & Hunt

Date: October 3, 2024

Subject: BUR Part 150 Study – FAA TAF Confirmation

The purpose of this memorandum is to provide rationale for the Burbank-Glendale-Pasadena Airport Authority (BGPAA or Authority) to seek Federal Aviation Administration (FAA) approval for the Hollywood Burbank Airport (BUR) aircraft operational activity levels used in the 2025 Noise Exposure Map (NEM) update, which is being conducted in accordance with Title 14 of the Code of Federal Regulations Part 150 "Airport Noise Compatibility Planning". The BUR 2025 NEM will include aircraft operational levels representing existing conditions (2025) and forecast conditions (2030).

The FAA's 2023 Terminal Area Forecast (TAF), issued in February 2024, will be used as the basis for the BUR 2025 NEM, including for the generation of the existing and future years noise exposure contours. The 2023 TAF for BUR was confirmed through the preparation of independent forecasts of passenger enplanements, which informed the development of passenger airline operations. The remaining aircraft operations forecast segments were completed using standard methodologies (shown below). The independent forecasts are consistent with the TAF with respect to passenger enplanements, commercial aircraft operations, and total operations.

Given the small variance between the independent forecast and the TAF, we recommend the 2023 TAF forecast of operations for BUR in 2030 be used in the development of the aviation activity forecast for use in the NEM update.

1. Historical Data

The following tables include an overview of the historical activity from 2014 to 2023 for each market segment to be forecasted. The data sources referenced include:

- Airport activity records from https://www.hollywoodburbankairport.com/about-us/airport-statistics/
- US DOT T100 data
- FAA OPSNET data
- Diio Mi airline schedule data

Table 1 presents historical enplanements for the ten-year period from 2014 to 2023. As shown, enplanements have grown at a compound annual growth rate (CAGR) of 5 percent since 2014.

Table 1: BUR Passenger Enplanement Data 2014-2023

Calendar Year	Enplanements
2014	1,931,948
2015	1,972,531
2016	2,069,853
2017	2,365,919
2018	2,626,134
2019	2,987,495
2020	996,712
2021	1,861,199
2022	2,941,565
2023	3,005,380
CAGR 2014 -2023	**5.0%**

Source: Airport records accessed May 2024.

Table 2 presents historical operations for the Airport. As shown, airport operations have grown at 2.0%, with commercial operations growing at 4.3%.

Table 2: BUR Aircraft Operations Data 2014-2023

Year	Commercial operations			General aviation	Military	Total
	Air carrier	Air taxi & commuter	Subtotal			
2014	39,706	21,204	60,910	56,843	801	118,554
2015	40,302	20,817	61,119	66,034	1015	128,168
2016	43,846	20,205	64,051	67,173	1167	132,391
2017	51,486	19,625	71,111	59,466	1082	131,659
2018	53,678	22,509	76,187	55,118	718	132,023
2019	61,643	26,316	87,959	57,930	551	146,440
2020	32,761	17,231	49,992	55,450	423	105,865
2021	42,034	20,613	62,647	62,410	372	125,429
2022	63,938	25,920	89,858	52,306	447	142,611
2023	63,734	25,548	89,282	51,993	403	141,678
CAGR 2014 -2023	**5.4%**	**2.1%**	**4.3%**	**-1.0%**	**-7.4%**	**2. 0%**

Source: Airport records accessed May 2024.

Table 3 presents the historical and forecast economic data from the Los Angeles County geographical area that was used to generate forecasts of passenger enplanements. Population data was sourced from the California Department of Finance and economic data was sourced from Woods & Poole.

Table 3: BUR Los Angeles County Key Economic Data 2014-2030

Year	Population	Income per Capita	GRP ($ mil)	Employment	Earnings ($ mil)	Retail Sales ($ mil)
2014	10,078,942	$67,146	$825,974	6,075,758	$514,823	$205,699
2015	10,124,800	$71,068	$872,223	6,243,639	$538,376	$214,324
2016	10,150,386	$72,586	$889,519	6,358,580	$549,860	$220,993
2017	10,181,162	$73,568	$917,260	6,413,139	$559,713	$227,740
2018	10,192,593	$74,902	$944,205	6,551,507	$569,067	$230,986
2019	10,163,139	$77,678	$976,753	6,582,503	$586,654	$232,573
2020	10,014,009	$83,093	$914,032	6,094,927	$574,468	$229,084
2021	9,942,011	$82,194	$963,013	6,524,082	$604,758	$264,675
2022	9,834,503	$83,983	$987,925	6,738,666	$619,915	$261,636
2023	9,761,210	$85,785	$1,012,855	6,953,246	$635,073	$258,597
-	-	-	-	-	-	-
2025	9,676,333	$88,880	$1,055,883	7,143,667	$661,108	$259,530
2030	9,566,663	$96,840	$1,164,941	7,597,871	$727,039	$277,650
CAGR 2023 – 2030	**-0.3%**	**1.7%**	**2.0%**	**1.3%**	**2.0%**	**1.0%**

Sources: California Department of Finance (Population); Woods & Poole, accessed May 2024 (Income per Capita, GRP, Employment, Earnings, and Retail Sales).

2. Forecasts of Aviation Activity

The following sections summarize independent forecasts and, where applicable, a comparison to the FAA 2023 TAF as published in 2024. The aviation activity segments below include:

- Passenger enplanements
- Aircraft operations
  - Passenger airline operations
  - Cargo airline operations
  - Unscheduled commercial operations
  - General aviation operations
  - Military operations

A. Passenger Enplanement Forecasts

Single-variable regression analyses were conducted using population, employment, income per capita, and gross regional product (GRP) data as presented in **Table 3**. GRP and income per capita resulted in positive correlation coefficients. "Two methods yielded positive correlation coefficients, GRP (method 1) and income per capita (method 2). Single-variable regression analysis of both variables also resulted in strong R-squared values that indicate a valid forecast. The results of the regression-based forecast are shown in **Table 4**. While both method 1 and method 2 provide valid forecasts, the enplanements from method 1 were used to generate the aircraft operations presented in **Table 5** of this memo.

Table 4: BUR Passenger Enplanement Forecasts

Year	Method 1 Income Per Capita Regression	Method 2 Gross Regional Product Regression	2023 FAA TAF	Variance from method 1
2023 (actual)	3,005,380	3,005,380	3,080,904	-
2025	3,295,722	3,300,640	3,358,262	-1.9%
2030	3,780,347	3,975,601	3,697,766	2.2%
CAGR 2023-2030	**3.3%**	**4.1%**	**2.6%**	**-**
Correlation coefficient	0.843	0.908	N/A	-
R-squared value	0.801	0.899	N/A	-

Source: M&H forecast analysis and the FAA 2023 Terminal Area Forecast, published in February 2024.

B. Aircraft operations

This section presents forecasts of:

- Passenger aircraft operations
- Air cargo operations
- Unscheduled commercial operations
- General aviation operations

Table 6 presents a forecast of passenger aircraft operations. These aircraft operations were derived from the passenger enplanement forecasts presented in **Table 5**, which also shows assumptions of load factor and average aircraft gauge (in terms of seats). Departures were projected using the assumed load factors and gauge and then doubled to calculate the total number of operations.

Table 5: BUR Passenger Airline Aircraft Operations Forecasts

Year	Operations	Seats per departure	Load factor
Historical			
2014	46,992	116	71%
2015	48,634	113	72%
2016	48,126	123	70%
2017	53,240	127	70%
2018	55,648	129	73%
2019	67,072	127	70%
2020	38,978	124	41%
2021	41,732	138	65%
2022	65,262	141	64%
2023	62,758	139	69%
Forecast			
2025	67,269	139	70%
2030	74,493	141	72%
CAGR 2023-2030	**2.5%**	**0.2%**	**-**

Source: M&H analysis of scheduled airline data from Diio Mi, accessed in May 2024.

Table 6 presents a forecast of air cargo aircraft operations. Air cargo tonnage has declined over this 10-year historic period and, given that the historical tonnage has varied between a low of approximately 34,000 in 2023 and a high of approximately 51,000 tons, the average of the most recent 5 years was used to project 44,518 tons in 2025 and 2030. Over that same period, the tons per operation averaged 27 tons, resulting in cargo operations growing from 1,412 in 2023 to 1,631 in 2025.

Table 6: BUR Air Cargo Aircraft Operations Forecasts

Year	Tonnage	Operations	Tons per Operation
Historical			
2014	51,059	1,705	29.9
2015	49,672	1,771	28.0
2016	48,152	1,812	26.6
2017	49,356	1,737	28.4
2018	49,627	1,785	27.8
2019	48,103	1,770	27.2
2020	51,316	1,837	27.9
2021	48,929	1,663	29.4
2022	40,434	1,453	27.8
2023	33,807	1,412	23.9
Forecast			
2025	44,518	1,631	27.3
2030	44,518	1,631	27.3
CAGR 2014-2023	**-4.5%**	**-2.1%**	**-2.5%**
CAGR 2023-2030	**4.0%**	**2.1**	**1.9%**

Source: M&H analysis of USDOT T100 data, accessed in May 2024.

Table 7 presents a forecast of chartered and unscheduled commercial operations. At BUR, these operations include those conducted by JSX on 30-seat Embraer 135 aircraft, which comprise 8.9% of the total operations in this category from 2023. Together, passenger airline, cargo airline, and unscheduled commercial operations comprise BUR's commercial operations, which were compared to the FAA TAF Commercial Operations (air carrier / air taxi).

Notably, JSX operations have been the subject of recent news stories (June 2024) regarding the FAA's evaluation of public charter operations. This forecast presumes that their activity would continue to be conservative assumption.[1]

Table 8 summarizes the commercial aircraft operations for the Airport by summing the passenger airline, cargo airline, and unscheduled commercial aircraft operations from **Table 5**, **Table 6**, and **Table 7**. As shown, the forecasts of commercial operations compare to those from the Terminal Area Forecast, with a variance of -0.4% in 2025 and 3.5% in 2030.

Table 7: BUR Chartered and Unscheduled Commercial Operations

Year	Aircraft operations
Historical	
2014	12,185
2015	10,654
2016	14,126
2017	16,134
2018	18,754
2019	18,950
2020	8,811
2021	19,252
2022	23,143
2023	25,112
Forecast	
2025	23,967
2030	29,334
CAGR 2023-2030	**2.2%**

Note: Unscheduled operations were estimated subtracting the sum of scheduled airline (from Diio Mi) and cargo airline operations (from T100) from the air carrier and air taxi commuter totals from airport records.
Source: Airport records.

Table 8: BUR Commercial Aircraft Operations Forecasts Comparison to TAF

Year	Commercial Operations (COM Ops)				TAF Commercial Operations (TAF Ops)			Variance
	Passenger Airline	Cargo Airline	Unscheduled Commercial	Total COM Ops	Air Carrier	Air Taxi & Commuter	Total TAF Ops	
Historical								
2014	46,992	1,705	12,185	60,882	39,699	21,570	61,269	-0.6%
2015	48,634	1,771	10,654	61,059	39,799	21,053	60,852	0.3%
2016	48,126	1,812	14,126	64,064	42,935	20,085	63,020	1.7%
2017	53,240	1,737	16,134	71,111	49,269	19,537	68,806	3.3%
2018	55,648	1,785	18,754	76,187	53,213	22,289	75,502	0.9%
2019	67,072	1,770	18,950	87,792	59,691	24,925	84,616	3.8%
2020	38,978	1,837	8,811	49,626	42,619	20,204	62,823	-21.0%
2021	41,732	1,663	19,252	62,647	33,180	18,491	51,671	21.2%
2022	65,262	1,453	23,143	89,858	63,291	25,397	88,688	1.3%
2023	62,758	1,412	25,112	89,282	62,664	26,103	88,767	0.6%
Forecast								
2025	67,269	1,631	23,967	92,866	67,477	25,769	93,246	-0.4%
2030	74,493	1,631	29,334	105,548	74,827	27,084	101,911	3.5%
CAGR 2023-2030	**2.5%**	**2.1%**	**2.2%**	2.4%	**2.6%**	**0.5%**	**2.0%**	**-**

Source: M&H forecasts, Diio Mi schedule data, airport records, T100 data, and FAA Terminal Area Forecast 2023.

[1] https://skift.com/2024/06/17/faa-seeks-to-toughen-safety-rules-on-public-charter-flights/

Table 9 presents total general aviation (GA) operations forecasts prepared for BUR. Two methods were used: 10-year trend analysis (method 1) and the application of FAA Aerospace Forecasts national growth rate for general aviation (method 2); these methods resulted in a CAGR projection of 0.46% for itinerant GA and a CAGR projection of 0.50% for local GA operations. As with cargo, a more conservative forecast (with increasing general aviation operations) was used for the purposes of comparison to the FAA TAF in **Table 11**. **Table 10** presents a summary of the selected aircraft operations forecasts presented in **Table 5** through **Table 9**.

Table 9: BUR General Aviation Aircraft operations

	10-year trend	FAA Aerospace	FAA TAF	Variance from Aerospace-Informed Forecast
Historical				
2014	56,843	56,843	57,767	-1.6%
2015	66,034	66,034	64,468	2.4%
2016	67,173	67,173	66,949	0.3%
2017	59,466	59,466	59,406	0.1%
2018	55,118	55,118	57,638	-4.4%
2019	57,930	57,930	56,645	2.3%
2020	55,450	55,450	55,528	-0.1%
2021	62,410	62,410	61,792	1.0%
2022	52,306	52,306	54,686	-4.4%
2023	51,993	51,993	50,593	2.8%
Forecast				
2025	51,365	52,494	56,594	-7.2%
2030	45,829	53,767	60,665	-11.4%
CAGR 2023-2030	**-1.8%**	**0.5%**	**2.6%**	

Source: M&H forecast analysis and the FAA 2023 Terminal Area Forecast.

Table 10: BUR Aircraft Operations Forecasts Summary

Year	Commercial operations*	General aviation	Military	Total operations
Historical				
2014	60,882	56,843	801	118,526
2015	61,059	66,034	1015	128,108
2016	64,064	67,173	1167	132,404
2017	71,111	59,466	1082	131,659
2018	76,187	55,118	718	132,023
2019	87,792	57,930	551	146,273
2020	49,626	55,450	423	105,499
2021	62,647	62,410	372	125,429
2022	89,858	52,306	447	142,611
2023	89,282	51,993	403	141,678
Forecast				
2025	92,866	52,494	400	145,967
2030	105,458	53,767	400	159,626
CAGR 2023-2030	**2.4%**	**0.5%**	**-0.1%**	**1.7%**

*Notes: *Historical commercial operations = sum of air carrier and air taxi operations as reported in OPSNET.*
Source: M&H forecast analysis, FAA OPSNET.

Table 11 presents a summary of the forecast comparison to the FAA 2023 TAF for BUR. The variances are each below 4% for each segment of the forecast. The FAA considers forecasts technically consistent when the variance is less than 10% in 5 years and less than 15% in 10 years. Given the small variances in **Table 11**, it is recommended that the 2023 TAF be used for the BUR 2025 NEM.

Table 11: BUR Comparison of Forecasts

Year	M&H forecast	2023 TAF	Variance
Passenger enplanements			
2023	3,005,380	3,080,904	-2.5%
2025	3,295,722	3,358,262	-1.9%
2030	3,780,347	3,697,766	2.2%
Commercial operations			
2023	89,282	88,767	0.6%
2025	92,866	93,246	-0.4%
2030	105,458	101,911	3.5%
Total operations			
2023	141,678	139,760	1.4%
2025	145,760	150,240	-3.0%
2030	159,626	162,976	-2.1%

Source: M&H forecast analysis, FAA OPSNET.

3. Fleet Mix Forecast for Noise Analysis

Table 12 presents fleet mix inputs for the AEDT model. The fleet mix composition shown for 2023 was based upon the fleet mix radar data provided by HMMH for 2023, apart from the military fleet. In the military category, TFMSC data from 2023 was evaluated and representative sample of the military fleet mix is presented herein. The 2023 Terminal Area Forecast operational totals for each category drive the aggregate number of operations represented for each future year.

A summary of the changes between the years included in the analysis follows.

From 2023 to 2025:

1. The operational totals were increased to proportionally illustrate the 2025 total operations by category, reflecting existing conditions for the 2025 existing NEM, to align with the submittal date of 2025.
2. The air carrier category fleet mix was adjusted for the narrowbody aircraft used by the passenger and all-cargo airlines by evaluating the US T100 and Diio Mi airline schedule data.
3. The commuter category share of the CRJ-200 activity was decreased (informed by the Diio Mi airline schedule data), though this category remained largely unchanged from 2023.
4. The general aviation fleet mix was largely unchanged.
5. The military fleet mix reflects a representative sample of aircraft categorized as military that are recorded in the FAA's TFMSC data from 2023.

From 2025 to 2030:

1. The operational totals were increased to proportionally illustrate the 2030 total operations by category.
2. In the air carrier category:
   - It was assumed for passenger airlines that some of the older and lesser-gauge narrowbodies would be up-gauged, meaning a larger aircraft would be used to fulfill the same operational mission.
     - For example, Southwest and United were assumed to fly more 737 MAX variants in 2028 relative to 2023, which results in fewer A320 and older B737 variants. In addition, the A220 was introduced to the fleet (e.g., Delta Air Lines, JetBlue) which potentially results in fewer 70-seat Embraer regional jets in the commuter category.
   - It was assumed that the air cargo fleet mix would continue to be dominated by B757 aircraft, with fewer A300 variants for both FedEx and UPS.
3. In the commuter category, the share of CRJ-200 activity was eliminated from the fleet mix. This reflects the fact that the carriers still flying the CRJ-200 have been retiring them at a rate that will likely have them removed from larger markets like BUR. Further, the share of Embraer 175 and similar ~70 seat aircraft was reviewed to reflect some up-gauging to narrowbody aircraft in the air carrier category.
4. The general aviation and military fleet mix was largely unchanged from 2025.

Memorandum

Table 12: BUR Operations Fleet Mix 2023-2030

Aircraft	2023		2025		2030	
	Operations	% of Fleet	Operations	% of Fleet	Operations	% of Fleet
Cargo Air Carrier						
Airbus A300F4-600 Series	1,336.2	82.1%	776.0	45.0%	764.9	40.0%
Boeing 757-200 Series Freighter	291.0	17.9%	86.2	5.0%	57.4	3.0%
Boeing 767-300F	0.0	0.0%	862.2	50.0%	1,089.9	57.0%
Sum	**1,627.2**	**100.0%**	**1,724.3**	**100.0%**	**1,912.2**	**100.0%**
Passenger Air Carrier						
Boeing 737-700 Series / Max 7	44,407.0	71.6%	36,821.5	56.0%	37,915.7	52.0%
Embraer ERJ175-LR	6,851.0	11.0%	8,547.8	13.0%	10,208.1	14.0%
Boeing 737-800 Series	2,726.3	4.4%	3,945.2	6.0%	2,916.6	4.0%
Boeing 737-900-ER	2,319.1	3.7%	1,972.6	3.0%	2,187.4	3.0%
Boeing 737-9 / Max 9	940.4	1.5%	1,315.1	2.0%	3,645.7	5.0%
Boeing 737 Max 8	0.0	0.0%	3,945.2	6.0%	5,833.2	8.0%
Airbus A320-200 Series	2,015.7	3.2%	1,643.8	2.0%	0.0	0.0%
Airbus A319-100 Series	1,111.1	1.8%	1,972.6	3.0%	1,458.3	2.0%
Airbus A320-NEO	966.4	1.6%	2,630.1	4.0%	3,645.7	5.0%
Airbus A321-NEO	0.0	0.0%	1,315.1	2.0%	2,916.6	4.0%
Airbus A220	0.0	0.0%	1,315.1	2.0%	2,187.4	3.0%
Bombardier CRJ-700	711.8	1.1%	657.5	1.0%	0.0	0.0%
Sum	**62,048.8**	**100.0%**	**65,752.7**	**100.0%**	**72,914.8**	**100.0%**
Commuter/Air Taxi						
Embraer ERJ140	4,576.3	18.0%	4,756.4	18.5%	5,130.6	18.9%
Embraer ERJ145-LR	4,282.9	16.8%	4,451.5	17.3%	4,801.7	17.7%
Embraer ERJ135-LR	1,923.8	7.6%	1,999.6	7.8%	2,156.9	8.0%
Bombardier CRJ-200	303.2	1.2%	0.0	0.0%	0.0	0.0%
Raytheon Super King Air 300	1,776.8	7.0%	1,801.9	7.0%	1,855.5	6.9%
Fairchild Metro IVC	1,733.0	6.8%	1,757.4	6.8%	1,809.7	6.7%
Cessna 680-A Citation Latitude	1,267.6	5.0%	1,285.5	5.0%	1,323.8	4.9%
Raytheon Beech 99	1,225.2	4.8%	1,242.5	4.8%	1,279.5	4.7%
Bombardier Challenger 350	1,121.1	4.4%	1,136.9	4.4%	1,170.7	4.3%
Cessna Citation Jet CJ/CJ1 (Cessna 525)	1,097.3	4.3%	1,112.8	4.3%	1,145.9	4.2%
Embraer Phenom 300 (EMB-505)	982.6	3.9%	996.5	3.9%	1,026.1	3.8%
Gulfstream G450	802.2	3.2%	813.5	3.2%	837.7	3.1%
Bombardier Challenger 300	724.5	2.8%	734.7	2.9%	756.6	2.8%
Eurocopter EC-T2 (CPDS)	621.9	2.4%	630.7	2.4%	649.5	2.4%
Cessna 700 Citation Longitude	462.1	1.8%	468.6	1.8%	482.6	1.8%
Bombardier Learjet 35	376.5	1.5%	381.9	1.5%	393.2	1.5%
Cessna 560 Citation XLS	363.6	1.4%	368.7	1.4%	379.7	1.4%
Cessna 750 Citation X	351.9	1.4%	356.9	1.4%	367.5	1.4%
Embraer ERJ135-ER	350.5	1.4%	355.5	1.4%	366.0	1.4%
Bombardier Challenger 600	337.5	1.3%	342.2	1.3%	352.4	1.3%
Agusta A-109	316.8	1.2%	321.3	1.2%	330.9	1.2%
Bombardier Challenger 605	240.0	0.9%	243.4	0.9%	250.6	0.9%
Pilatus PC-12	207.6	0.8%	210.5	0.8%	216.8	0.8%
Sum	**25,445.0**	**100.0%**	**25,769.0**	**100.0%**	**27,084.0**	**100.0%**
General Aviation						
Robinson R22	3,478.6	6.6%	3,757.6	6.6%	4,027.9	6.6%
Robinson R44 Raven / Lycoming O-540-F1B5	26,650.2	50.9%	28,787.7	50.9%	30,858.5	50.9%
Agusta A-109	535.7	1.0%	578.7	1.0%	620.3	1.0%
Aerospatiale SA-350D Astar (AS-350)	2,220.3	4.2%	2,398.4	4.2%	2,570.9	4.2%
Eurocopter EC-130	1,483.2	2.8%	1,602.2	2.8%	1,717.4	2.8%
Boeing MD520N	1,011.5	1.9%	1,092.6	1.9%	1,171.2	1.9%
Cessna Citation Jet CJ/CJ1 (Cessna 525)	618.6	1.2%	668.2	1.2%	716.2	1.2%
Cessna 560 Citation XLS	734.9	1.4%	793.8	1.4%	850.9	1.4%
Cessna 750 Citation X	153.6	0.3%	165.9	0.3%	177.9	0.3%
Bombardier Challenger 600	170.4	0.3%	184.1	0.3%	197.3	0.3%
Embraer Praetor 600	537.4	1.0%	580.5	1.0%	622.3	1.0%
Dassault Falcon 2000	523.8	1.0%	565.8	1.0%	606.5	1.0%
Falcon 7X	651.4	1.2%	703.6	1.2%	754.2	1.2%
Bombardier Global Express	1,269.0	2.4%	1,370.8	2.4%	1,469.4	2.4%
Gulfstream G-5 Gulfstream 5 / G-5SP Gulfstream G500	1,992.7	3.8%	2,152.5	3.8%	2,307.3	3.8%
Gulfstream G650ER	1,574.3	3.0%	1,700.5	3.0%	1,822.8	3.0%
Raytheon Hawker 800	691.7	1.3%	747.2	1.3%	801.0	1.3%
Cessna 172 Skyhawk	2,913.7	5.6%	3,147.4	5.6%	3,373.8	5.6%
Cessna 182	603.6	1.2%	652.0	1.2%	698.9	1.2%
Piper PA-28 Cherokee Series	522.8	1.0%	564.7	1.0%	605.4	1.0%
Cirrus SR20	683.7	1.3%	738.5	1.3%	791.6	1.3%
Cirrus SR22 (FAS)	1,118.3	2.1%	1,208.0	2.1%	1,294.9	2.1%
Raytheon Super King Air 200	1,096.8	2.1%	1,184.8	2.1%	1,270.0	2.1%
Pilatus PC-12	1,155.7	2.2%	1,248.4	2.2%	1,338.2	2.2%
Sum	**52,392.0**	**100.0%**	**56,594.0**	**100.0%**	**60,665.0**	**100.0%**
Military						
H60 - Sikorsky SH-60 Seahawk	81	20.0%	80	20.0%	80	20.0%
V22 - Bell V-22 Osprey	73	18.1%	73	18.1%	73	18.1%
GLEX - Bombardier BD-700 Global Express	79	19.4%	78	19.4%	78	19.4%
EC45/EC35 - Eurocopter	68	16.9%	68	16.9%	68	16.9%
C17 - Boeing Globemaster 3	48	11.9%	48	11.9%	48	11.9%
C30J - C-130J Hercules ; Lockheed	56	13.8%	55	13.8%	55	13.8%
Sum	**405.0**	**100.0%**	**400.00**	**100.0%**	**400.00**	**100.0%**

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division
Los Angeles Airports District Office

777 S. Aviation Blvd, Suite 105
El Segundo, CA 90245

March 14, 2025

Transmitted Electronically via email

Mr. Aaron Galinis
Senior Airport Planner
Hollywood Burbank Airport
2627 N Hollywood Way
Burbank, CA 91505-1062

Hollywood Burbank Airport (BUR)
Part 150 Forecast Approval

Dear Mr. Galinis,

The Federal Aviation Administration (FAA) approves the baseline scenario (2025) through year 2030 in the Hollywood Burbank Airport (BUR) TAF confirmation, submitted on February 18, 2025 for use in the Part 150 "Airport Noise Compatibility Planning" Study. The review included coordination with APP-400 in FAA Headquarters. We found the forecast to be generally consistent with the 2024 TAF. It uses current data and is supported by generally accepted forecasting methodologies.

The approval of the forecast does not automatically constitute a commitment on the part of the United States to participate in any development recommended in the Part 150 study or shown on the ALP. FAA approval of the baseline scenario in this forecast does not constitute justification for future projects. Justification for future projects will be made based on activity levels at the time the project is requested for development, in accordance with criteria in FAA Orders 5090.5 and 5100.38. Documentation of actual activity levels meeting planning activity levels will be necessary to justify AIP funding for eligible projects. Further, the approved forecast may be subject to additional analyses if the fundamental rationale of the forecast or the critical aircraft changes materially.

If you have any questions about this forecast approval, please call me at 424-405-7286.

Sincerely,

VINCENT K NGUYEN

Digitally signed by VINCENT K NGUYEN
Date: 2025.03.14 14:00:26 -07'00'

Vincent Nguyen
Los Angeles Airports District Office – Program Manager

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Non-Standard Modeling Documents

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HMMH
700 District Avenue, Suite 800
Burlington, MA 01803
781.229.0707

TECHNICAL MEMORANDUM

To:	Aaron Galinis, Airport Planner Maggie Martinez, Director Noise & Environmental Affairs Patrick Lammerding, Deputy Executive Director, Planning & Development
From:	David Crandall, Principal Consultant Timothy Middleton, C.M., Principal Consultant Mariano Sarrate, Senior Technical Analyst
Date:	December 20, 2024
Subject:	Hollywood Burbank Airport (BUR) Part 150 Update Request for Non-standard AEDT Modeling Approval
Reference:	HMMH Project Number 22-0262A

1.0 Introduction

The Burbank-Glendale-Pasadena Airport Authority (BGPAA) has retained HMMH, in collaboration with Mead & Hunt and Arellano Associates, to conduct a Part 150 Study for Hollywood Burbank Airport (BUR). The Study will be prepared in accordance with Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150 or Part 150). HMMH will use the Federal Aviation Administration (FAA) Aviation Environmental Design Tool (AEDT), Version 3g[1], to generate noise exposure contours for the Noise Exposure Map (NEM) under both existing and forecast conditions.

The purpose of this memorandum is to request FAA approval for non-standard aircraft substitutions, specifically for aircraft types that lack predefined entries within the AEDT database.

2.0 Background

This memorandum aligns with the guidance in Section 5 of the FAA document titled "Guidance on Using the Aviation Environmental Design Tool (AEDT) to Conduct Environmental Modeling for FAA Actions Subject to NEPA" dated October 27, 2017 (herein referred to as "AEDT guidance document").[2] This request falls under Section 5.2.2, which covers analysis methods requiring review by the Office of Environment and Energy (AEE), including:

- Non-standard aircraft noise and performance data substitutions for aircraft that do not exist in AEDT default data.

HMMH believes that this request should be routed in accordance with Section 5.1 of the AEDT guidance document, which states that the project consultant must submit the review package to the appropriate FAA headquarters office after coordinating with the FAA project manager in the district office. We ask that you route this memo appropriately within FAA. After review at FAA headquarters, we expect a document from AEE responding to the methods presented in this memorandum. The AEE response will be included in the BUR Part 150 Noise Exposure Map (NEM) technical documentation supporting the noise analysis.

3.0 Aircraft Substitution

Mead & Hunt, in collaboration with HMMH and airport staff, has developed a draft BUR operations forecast to use for the BUR Part 150 study. The draft forecast included various aircraft types that are defined within AEDT. **Table 1** shows the aircraft type designators in the draft forecast that do not appear in the "FltActypeToUniqueEquipMap" table in the AEDT 3g FLEET database. Both aircraft types have relatively few total operations at BUR; however, they

[1] Released August 28, 2024. https://aedt.faa.gov/3g_information.aspx
[2] https://aedt.faa.gov/Documents/guidance_aedt_nepa.pdf

make up a noticeable portion of the military operations at the airport. **Table 1** also provides information on the proposed non-standard AEDT 3g assignments for each.

Table 1. Summary of Requested Non-standard AEDT Aircraft Substitutions

Aircraft Information			Proposed AEDT 3g Assignment Data				
Aircraft Designator	Aircraft Model	Description and Engine Type	AEDT Equipment ID	AEDT Airframe	AEDT Engine Model	AEDT ANP Type	AEDT BADA_ID
V22	Bell-Boeing V-22 Osprey	Tiltrotor, to turbine engines	1951	Fokker F27-300 Series	RDa.7	HS748A	F27
EC45	Eurocopter Airbus Helicopters-KawasakiBK-117C-2/ EC-145 / UH-72 Lakota	Helicopter 2 turbo shaft	4125	Bell 429	TPE331-1	B429	P28A

3.1 Bell-Boeing V-22 Osprey (V22)

The V-22 Osprey is a twin turboprop military tilt-rotor aircraft. Although the V-22 is anecdotally most known for its vertical take-off and landing (VTOL) capability, the aircraft can also operate in a variety of modes with the nacelles and rotors pitched forward with some combination of the wing and rotors jointly providing lift and resulting in higher available take-off weights. The listed VTOL maximum take-off weight is listed as 52,700 pounds, although in some missions it can have a take-off weight of up to 60,500 pounds.[3]

The number of V-22 operations at the airport is relatively small compared to the overall activity at BUR. However, the V-22 operations are noticeable to the public because of the aircraft's uniqueness. The V-22 is one of the few military aircraft types operating at the airport. Discussions with BUR airport staff indicate operations of the V-22 at BUR generally follow fixed-wing flight paths as opposed to helicopter operational paths, especially off airport property. This includes using departure flight paths like fixed-wing aircraft and approaches lining up on runway centerline as fixed-wing aircraft do, as opposed to the helicopter flight paths.

3.1.1 Proposed AEDT Substitution

We propose to model the V-22 operations as a fixed-wing aircraft, heavy twin-engine turboprop. We initially identified ANP types HS784A, CVR580 and ATR72 as candidates based on the AEDT listed ANP weight.[4] We then identified the HS784A as likely the loudest of the three via review of the respective Noise-Power-Distance curves.[5] Of the AEDT equipment IDs using HS784A, we further subdivided to Airframe and BADA type Fokker 27 because of its high wing configuration similar to the V-22. Ultimately, we selected airframe Fokker F27-300 Series with AEDT equipment ID 1951. AEDT 3g equipment ID 1951 is not expected to represent any other operations on this project, which allows the V-22 operations to be identifiable throughout the modeling and reporting process.

Further, we performed an Area Equivalent Method (AEM) analysis using the draft 2025 operations forecast, which is under review, substituting the V-22 operations for the HS784A (used as the AEM Baseline) compared to the

[3] Websites of the aircraft manufacturing partners and the three current US military branches indicate the VTOL maximum take-off weight is 52,700 pounds, the "Takeoff, Short", maximum weight is 57,000 pounds and the "Takeoff, Self-Deploy" maximum weight is 60,500 pounds.
https://www.aviation.marines.mil/About/Aircraft/Tilt-Rotor/
https://www.af.mil/About-Us/Fact-Sheets/Display/Article/104531/cv-22-osprey/
https://www.navy.mil/Resources/Fact-Files/Display-FactFiles/Article/2417719/
https://www.bellflight.com/products/bell-boeing-v-22
https://www.boeing.com/defense/v-22-osprey#technical-specifications

[4] AEDT table FLT_ANP_AIRPLANES

[5] FLT_ANP_AIRPLANE_NPD_CURVES where NOISE_TYPE = 'S' for Sound Exposure Level, which is the curve used to support DNL and CNEL.

CVR580 (assigned as the AEM Alternative). The percentage change of the area is less than 3/100ths of a percent and therefore considered negligible. For perspective, typical use of the AEM uses a threshold of a 17 percent change in area as an indication that further analysis is warranted.[6]

3.2 Eurocopter 145 (EC45)

The Eurocopter is associated with several manufacturers and several variants. In this project, the EC45 is associated with military operations and therefore are presumed to be the US Army's UH-72 Lakota variant. The number of operations is relatively small compared to the overall activity at BUR; however, this is one of the few military aircraft types operating at the airport.

3.2.1 Proposed AEDT Substitution

We propose to represent UH-72 operations with ANP type B429. The selection of ANP type B429 is based on information represented in the AEDT FAQs dated August 2024 via the listed "UH72" "Lakota - EC145 mili version" variants.[7] However, that document does not indicate if the helicopters substitutions listed, including this UH72/ B429 association, are approved in accordance with the aforementioned AEDT guidance document and therefore it is included in this request. We have selected AEDT 3g equipment ID 4125, which uses ANP Helicopter Type B429. AEDT 3g equipment ID 4125 is not expected to represent any other operations on this project, which allows the UH72/EC45 operations to be identifiable throughout the modeling and reporting process. We also ask that this substitution is valid for potential civilian EC45 operations, should further research indicate other operators of the type at BUR.

3.3 Request for Approval

We respectfully request the FAA's review and approval of these proposed non-standard substitutions. Following approval, the AEE's response will be appended to the technical documentation of the NEM.

[6] The AEM model, Version 2c SP2, and associated documentation, was available at the time of analysis at https://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/aem_model
The ATR72 is not available in AEM model Version 2c SP2.

[7] The August 2024 edition is publicly available at https://aedt.faa.gov/FAQs/allFAQs.aspx

APPENDIX A. AREA EQUIVALENT METHOD (AEM) VERSION 2C SP2

- aem_2c_sp2_V22_HS784A_CVR580_20241024.pdf

Federal Aviation Administration

Office of Environment and Energy
http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/aem_model/

Area Equivalent Method (AEM) Version 2c SP2

Airport Name/Code:	DRAFT 2025 ops w/ V-22 as HS784A (Base) vs CVR580 (Alt)

DNL (dBA)	Baseline Area (Sq. Mi.)	Alternative Area (Sq. Mi.)	Percent Change in Area
65	1.0	1.0	-0.029%
70	0.4	0.4	-0.021%

	BASE Case		ALTERNATIVE Case	
Aircraft Type	Daytime LTO Cycles	Nighttime LTO Cycles	Daytime LTO Cycles	Nighttime LTO Cycles
707				
720				
737				
7478				
707120				
707320				
717200				
727100				
727200				
737300				
737400				
737500				
737700	51.11	1.13	51.11	1.13
737800	14.79	0.52	14.79	0.52
747100				
747200				
747400				
757300				
767300	0.82	0.36	0.82	0.36
767400				
777200				
777300				
1900D				
707QN				
720B				
727D15				
727D17				
727EM1				
727EM2				
727Q15				
727Q7				
727Q9				
727QF				
7373B2				
737D17				
737N17				
737N9				
737QN				
74710Q				
74720A				
74720B				

	BASE Case		ALTERNATIVE Case	
Aircraft Type	Daytime LTO Cycles	Nighttime LTO Cycles	Daytime LTO Cycles	Nighttime LTO Cycles
747SP				
757PW	0.05	0.01	0.05	0.01
757RR	0.06	0.00	0.06	0.00
767CF6				
767JT9				
7773ER				
7878R				
A10A				
A3				
A300-622R	0.69	0.37	0.69	0.37
A300B4-203				
A310-304				
A319-131	2.62	0.08	2.62	0.08
A320-211				
A320-232	5.20	0.21	5.20	0.21
A321-232	1.70	0.10	1.70	0.10
A330-301				
A330-343				
A340-211				
A340-642				
A37				
A380-841				
A380-861				
A4C				
A6A				
A7D				
A7E				
B1				
B2A				
B52BDE				
B52G				
B52H				
B57E				
BAC111				
BAE146				
BAE300				
BEC58P				
C118				
C12				
C130				
C130AD	0.07		0.07	
C130E				
C-130E				
C130HP				
C131B				
C135A				
C135B				
C137				
C140				
C141A				
C17	0.07		0.07	
C18A				
C-20				
C21A				
C22				
C23				
C5A				
C7A				
C9A				
CIT3				

	BASE Case		ALTERNATIVE Case	
Aircraft Type	Daytime LTO Cycles	Nighttime LTO Cycles	Daytime LTO Cycles	Nighttime LTO Cycles
CL600	2.74	0.15	2.74	0.15
CL601	1.42	0.10	1.42	0.10
CNA172	4.17	0.14	4.17	0.14
CNA182	0.87	0.02	0.87	0.02
CNA182FLT				
CNA206				
CNA208	1.78	0.22	1.78	0.22
CNA20T				
CNA441				
CNA500				
CNA510				
CNA525C	1.89	0.55	1.89	0.55
CNA55B	1.31	0.06	1.31	0.06
CNA560E				
CNA560U				
CNA560XL	1.53	0.06	1.53	0.06
CNA680	2.31	0.10	2.31	0.10
CNA750	1.45	0.05	1.45	0.05
COMJET				
COMSEP	2.60	0.07	2.60	0.07
CONCRD				
CRJ9-ER	0.90	0.00	0.90	0.00
CRJ9-LR				
CVR580			0.10	
DC1010				
DC1030				
DC1040				
DC3				
DC6				
DC820				
DC850				
DC860				
DC870				
DC8QN				
DC910				
DC930				
DC93LW				
DC950				
DC95HW				
DC9Q7				
DC9Q9				
DHC-2FLT				
DHC6	6.88	1.32	6.88	1.32
DHC6QP				
DHC7				
DHC8				
DHC830				
DO228				
DO328				
E3A				
E4				
EA6B				
ECLIPSE500				
EMB120				
EMB145	9.66	0.08	9.66	0.08
EMB14L	6.00	0.10	6.00	0.10
EMB170				
EMB175	11.52	0.19	11.52	0.19
EMB190				
EMB195				

	BASE Case		ALTERNATIVE Case	
Aircraft Type	Daytime LTO Cycles	Nighttime LTO Cycles	Daytime LTO Cycles	Nighttime LTO Cycles
F10062				
F10065				
F100D				
F101B				
F102				
F104G				
F105D				
F106				
F111AE				
F111D				
F-111F				
F117A				
F14A				
F15A				
F15E20				
F15E29				
F16A				
F16GE				
F16PW0				
F-18				
F28MK2				
F28MK4				
F4C				
F-4C				
F5AB				
F5E				
F8				
FAL20				
FB111A				
GASEPF	0.73	0.04	0.73	0.04
GASEPV	52.83	1.02	52.83	1.02
GII				
GIIB				
GIV	1.87	0.20	1.87	0.20
GV	6.67	0.60	6.67	0.60
HS748A	0.10			
IA1125				
JAGUAR				
KC10A				
KC135				
KC-135				
KC135B				
KC135R				
L1011				
L10115				
L188				
LEAR25				
LEAR35	1.38	0.17	1.38	0.17
MD11GE				
MD11PW				
MD81				
MD82				
MD83				
MD9025				
MD9028				
MU3001				
OV10A				
P3A				
PA28				
PA30				

	BASE Case		ALTERNATIVE Case	
Aircraft Type	Daytime LTO Cycles	Nighttime LTO Cycles	Daytime LTO Cycles	Nighttime LTO Cycles
PA31				
PA42				
S3A&B				
SABR80				
SD330				
SF340				
SR71				
T1				
T29				
T-2C				
T3				
T33A				
T34				
T37B				
T-38A				
T39A				
T41				
T42				
T-43A				
T44				
TORNAD				
TR1				
U2				
U21				
U6				
U8F				
Total LTOs	197.78	8.02	197.78	8.02

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division
Los Angeles Airports District Office

777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245-4851

March 19, 2025

Mr. Aaron Galinis
Senior Airport Planner
Hollywood Burbank Airport
2627 N Hollywood Way
Burbank, CA 91505-1062

Subject: Hollywood Burbank Airport – Noise Exposure Map Update – Aviation Environmental Design Tool – Aircraft Substitution Approval

Dear Mr. Galinis:

The Federal Aviation Administration (FAA) has completed its review of Hollywood Burbank Airport's December 20, 2024 request for Aviation Environmental Design Tool (AEDT) Version 3g aircraft substitutions for completion of the Title 14 Code of Federal Regulations Part 150, Airport Noise Compatibility Planning (Part 150) Noise Exposure Map (NEM) update for Hollywood Burbank Airport (BUR). The FAA approves the aircraft substitutions proposed for the two aircraft that are not in the AEDT database.

AIRCRAFT	PROPOSED SUBSTITUTION	RECOMMENDATION
Bell-Boeing V22 Osprey	ANP type of HS748A	Use AEDT Equipment ID 1951
EC145/Eurocopter UH-72 Lakota	ANP type of B429	Use AEDT Equipment ID 4125

This approval is limited to this particular NEM update for BUR. Any other projects or non-standard AEDT input for this study will require separate approval.

I am available at (424) 405-7286 or email me at Vincent.K.Nguyen@faa.gov if you have any questions or concerns.

Sincerely,

VINCENT K NGUYEN

Digitally signed by VINCENT K NGUYEN
Date: 2025.03.19 07:54:37 -07'00'

Vincent Nguyen
Program Manager

cc:
Maggie Martinez, Hollywood Burbank Airport
Patrick Lammerding, Hollywood Burbank Airport

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Appendix D: Stakeholder Engagement

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BUR Part 150 Website (screenshot) D-259

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Technical Advisory Committee (TAC) Meeting Materials

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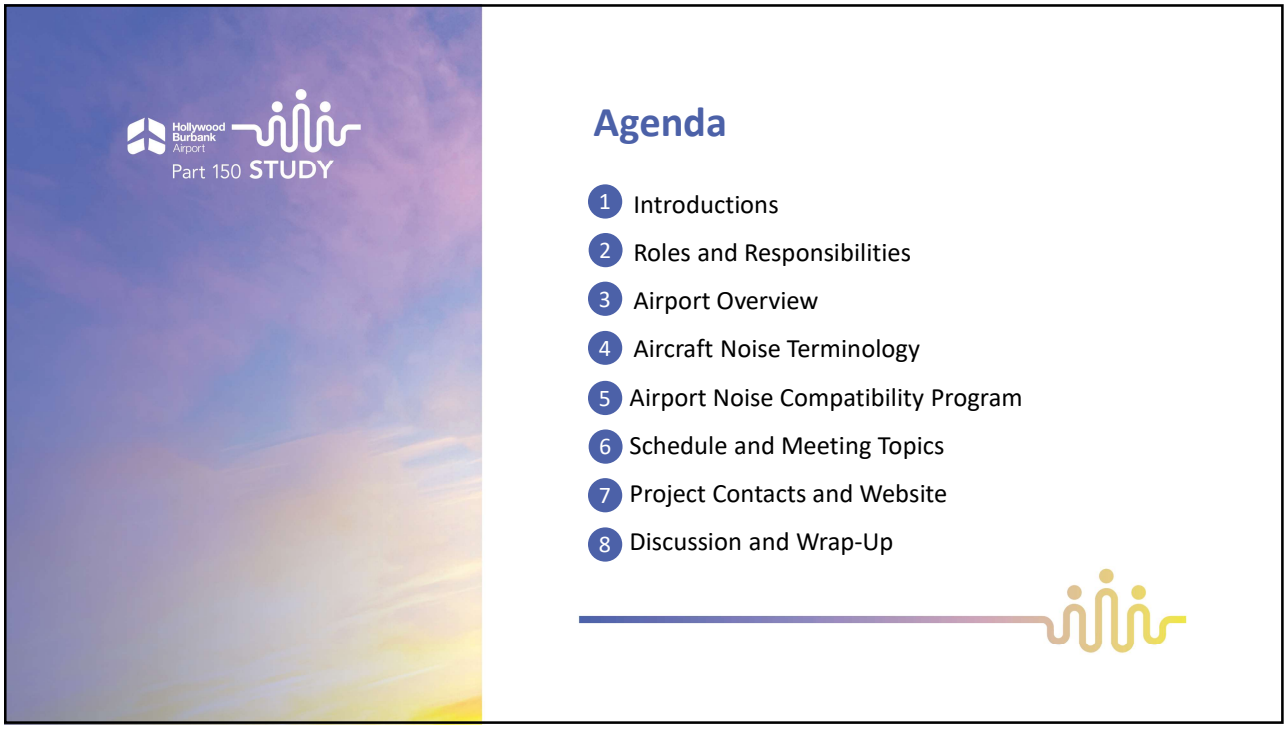
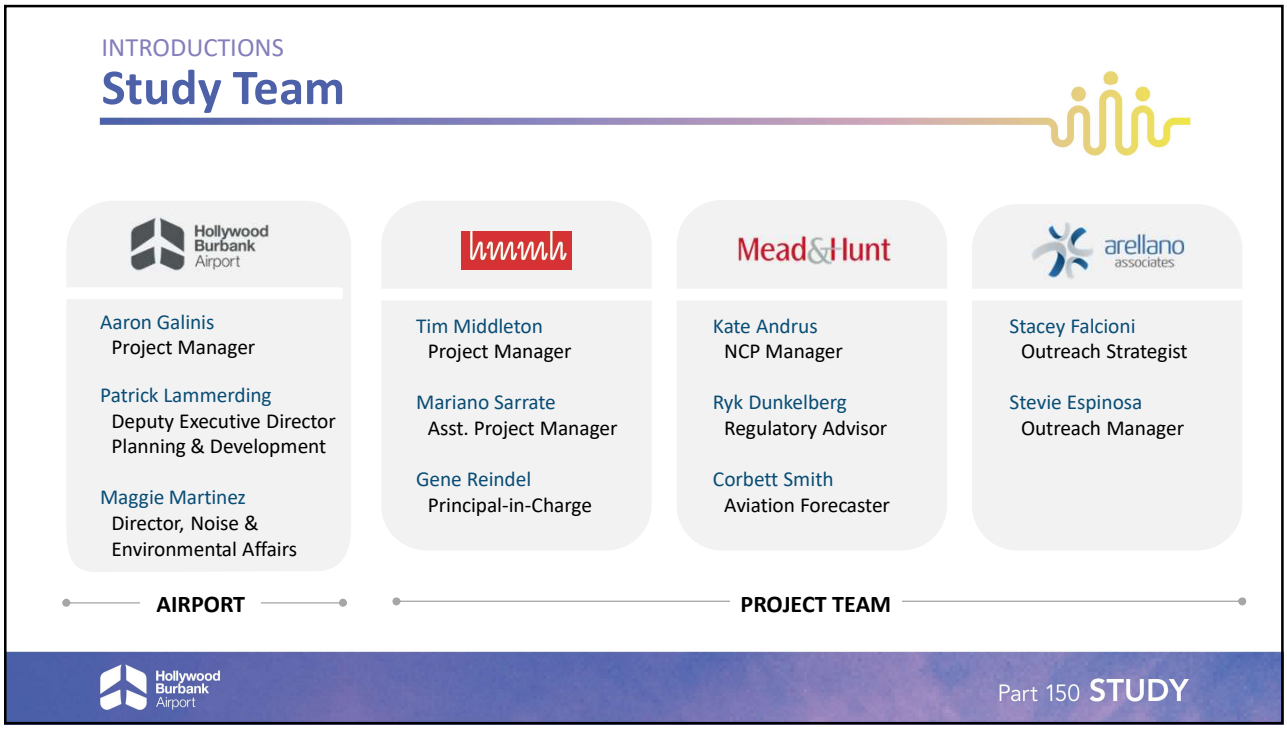
Hollywood Burbank Airport
Part 150 STUDY
Noise Compatibility Study
Technical Advisory Committee
Meeting #1
January 30, 2025

1


Hollywood Burbank Airport
Part 150 STUDY
Agenda
1 Introductions
2 Roles and Responsibilities
3 Airport Overview
4 Aircraft Noise Terminology
5 Airport Noise Compatibility Program
6 Schedule and Meeting Topics
7 Project Contacts and Website
8 Discussion and Wrap-Up

2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Hollywood Burbank Airport
Aaron Galinis
Project Manager
Patrick Lammerding
Deputy Executive Director
Planning & Development
Maggie Martinez
Director, Noise &
Environmental Affairs
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
AIRPORT
PROJECT TEAM
Hollywood Burbank Airport
Part 150 STUDY

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INTRODUCTIONS
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
Hollywood Burbank Airport
Part 150 STUDY

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PART 150 STUDY

Roles and Responsibilities (Aviation Noise)

Federal Government (FAA)	State and Local Government	Airport Operators
Regulate source noise emissions, air traffic control, funding, and safety oversight	Compatible land use planning and control	Plan and implement noise compatibility measures

Aircraft Operators	Air Travelers and Shippers	Current and Potential Residents
Develop noise-sensitive schedules, cockpit procedures, and fleet improvements	Bear the costs (through ticket tax)	Seek to act in an informed manner

Hollywood Burbank Airport
Part 150 STUDY

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PART 150 STUDY

Roles and Responsibilities (Part 150)

BGPAA
- Project sponsor
- Contracts with consultant team
- Certifies the NEM is accurate and complete
- Submits NEM Update to the FAA for acceptance

FAA
- Provides federal funding for NEM Update
- Accepts NEM update
- Certification that the documentation meets federal regulations and guidelines

Consultant Team
- Overall project management, documentation, and outreach
- Aircraft noise analysis
- Land use compatibility analysis
- Aviation forecast and airfield analysis

Advisory Committees
- Review study inputs, assumptions, analyses, documentation, etc.
- Input, advice, and guidance related to NEM development

Public
- Provide input on study during comment period
- Review public draft documents

Hollywood Burbank Airport
Part 150 STUDY

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ROLES AND RESPONSIBILITIES

Technical Advisory Committee

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.

Hollywood Burbank Airport

Part 150 STUDY

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Airport History

1930	Opens as United Airport; largest in LA until 1946
1934 - 1940	Renamed Union Air Terminal, then Lockheed Air Terminal after purchase by Lockheed
1967	Renamed Hollywood–Burbank Airport, introducing jet services
1978	Authority acquired Airport, and renamed it to Burbank–Glendale–Pasadena Airport
2003	Renamed Bob Hope Airport in honor of the comedian
2014 - 2017	Regional Intermodal Transportation Center (RITC) opens; rebranded as Hollywood Burbank Airport
2024 - 2026	Breaks ground on new terminal, set to open in 2026 with modern facilities

Noise Exposure Map (NEM) accepted by FAA in 1988, 2000, and 2013.

Noise Compatibility Program (NCP) measures approved by FAA in 1989, 2000, 2004, and 2016.

Hollywood Burbank Airport

Part 150 STUDY

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Airport Facility Overview - 2024
2
Intersecting Runways
6,886
Feet of Runway, North-South
5,802
Feet of Runway, East-West
555
Acres on the Premises
140,000
Total Aircraft Operations
6 million
Annual Passengers
24,000
General Aviation Operations
400
Military Operations
64,000
Air Carrier Operations
25,000
Air Taxi Operations
1
Aircraft Rescue and Firefighting Station
2
Fixed-Base Operators & 2 Cargo Carriers
Hollywood Burbank Airport
Part 150 STUDY

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Hollywood Burbank Airport
Part 150 STUDY
Aircraft Noise Terminology

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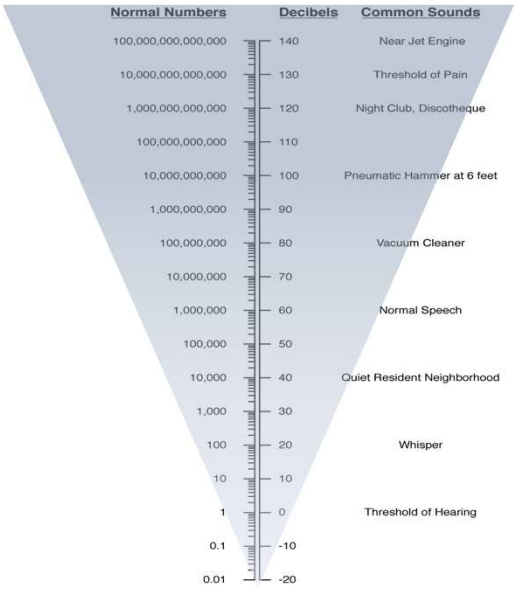
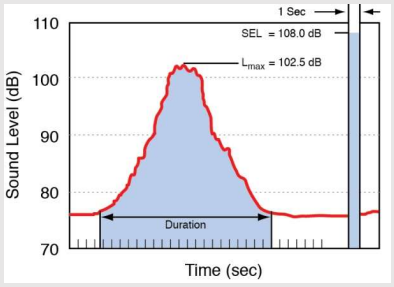
Noise Terminology

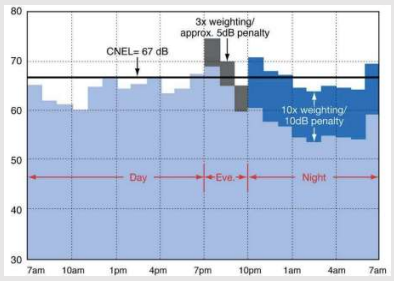
- Reported in A-weighted decibels (dB)
  - Logarithmic scale base 10
  - We hear sound pressures over a large range
  - We perceive sounds in decibels



Noise Terminology

- Maximum Noise Level (L_{max})
- Single Event Noise Exposure Level (SENEL)
- Equivalent Sound Level (L_{eq})
- Community Noise Equivalent Level (CNEL)





Noise Terminology

Decibels

- The decibel **(dB)** is a complex logarithmic quantity based on sound pressure
- A-weighted decibels correlate well with how we hear

Noise Levels

- Noise levels can be expressed many ways depending on their purpose, including but not limited to:
  - Instantaneous maximum noise levels (L_{max})
  - Single event dose (SEL)
  - Long-duration exposure (CNEL)

Part 150 Requirements

- FAA requires use of DNL in a Part 150 study (CNEL in California)
- FAA Part 150 land use compatibility guidelines:
  - ***All land use is compatible with aircraft noise less than CNEL 65 dB***
  - Land use compatibility assessments use 5-dB contour bands
    - 65 to 70 dB
    - 70 to 75 dB
    - Greater than 75 dB

Hollywood Burbank Airport
Part 150 STUDY

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Hollywood Burbank Airport
Part 150 STUDY

Airport Noise Compatibility Planning

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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)

Hollywood Burbank Airport
Part 150 STUDY

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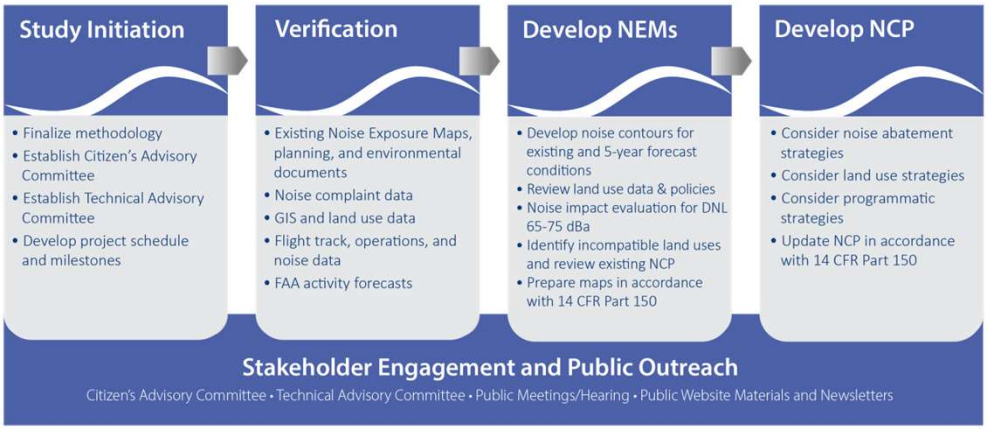
AIRPORT NOISE COMPATIBILITY

Planning Process



Hollywood Burbank Airport
Part 150 STUDY

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PART 150 OVERVIEW

Typical Progression

Step 1 — **Identify Incompatible Land Uses**
Existing conditions Noise Exposure Map
Forecast conditions Noise Exposure Map

Step 2 — **Consider Noise Abatement Strategies**
Reduce exposure over incompatible uses
Limit growth in exposure over incompatible uses

Step 3 — **Consider Land Use Strategies**
Mitigate residual incompatibilities
Prevent introduction of new incompatible uses

Step 4 — **Consider Programmatic Strategies**
Implement and *promote* measures
Monitor and *report* on effectiveness
Update NEMs and *revise* NCP as appropriate

Hollywood Burbank Airport
Part 150 STUDY

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AIRPORT NOISE COMPATIBILITY PLANNING

NEM Development

- ✓ Develop noise contours for existing (2025) and 5-year forecast (2030) conditions
- ✓ Collect land use data and policies
- ✓ Assess noise compatibility for aircraft exposure of CNEL 65 dB and greater
- ✓ Prepare documentation in accordance with 14 CFR Part 150

FAA-Accepted 2017 Noise Exposure Map for BUR

Hollywood Burbank Airport
Part 150 STUDY

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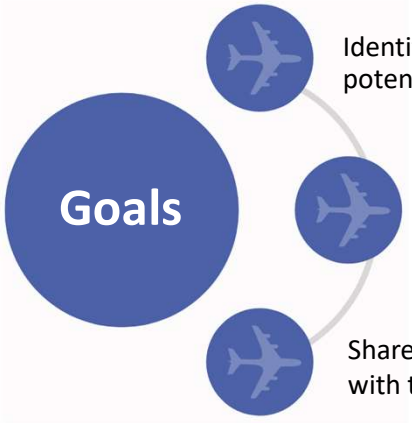
AIRPORT NOISE COMPATIBILITY PLANNING

NEM Update Goals



Identify incompatible land uses potentially eligible for noise mitigation

Review implementation of the Noise Compatibility Program

Share pertinent data and information with the public

Note: *FAA requires that Noise Exposure Maps reflect existing and/or forecast conditions at all times – thus the need to update them on a regular basis.*

Hollywood Burbank Airport
Part 150 STUDY

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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.

Hollywood Burbank Airport
Part 150 STUDY

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Hollywood Burbank Airport Part 150 STUDY

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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Hollywood Burbank Airport Part 150 STUDY

Discussion

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Hollywood-Burbank Airport Part 150 Study

Technical Advisory Committee Meeting #1 – Summary Report

Thursday, January 30, 2025

I. Introduction

The Technical Advisory Committee (TAC) supports the Hollywood Burbank Airport Part 150 Noise Compatibility Planning Study by reviewing technical materials and providing input. The Study examines current and future aircraft noise exposure, assesses land use compatibility, and explores mitigation strategies in line with Part 150 regulations. TAC members representing their organizations are asked to share insights, and analyze data on airport operations, flight paths, and noise impacts to provide informed feedback for the Airport Authority's consideration.

II. Attendance

Attendee Names & Organizations	
Study Staff Attendees	• **11 Study Staff Attendees** ○ Patrick Lammerding, Hollywood Burbank Airport Authority ○ Aaron Galinis, Hollywood Burbank Airport Authority ○ Maggie Martinez, Hollywood Burbank Airport Authority ○ Gene Reindel, HMMH ○ Timothy Middleton, HMMH ○ Mariano Sarrate, HMMH ○ Corbett Smith, Mead & Hunt ○ Ryk Dunkelberg, Mead & Hunt ○ Stacey Falcioni, Arellano Associates ○ Stevie Espinoza, Arellano Associates ○ Eric Davidian, Arellano Associates
Technical Advisory Committee Member Attendees	• **10 TAC Attendees** ○ Lauren De La Cruz, LA County Airport Land Use Commision ○ Justin Kim, Federal Aviation Administration ○ Vincent Nguyen, Federal Aviation Administration ○ Joseph Slama, Atlantic Aviation

	○ Ron Reynolds, Million Air ○ Erik Felix, City of Los Angeles Planning ○ Zeke Wagner, City of Los Angeles Planning ○ Carl Stallone, Southwest Airlines ○ Larry Beck, Southwest Airlines ○ Bill Scott, Southwest Airlines

III. Meeting Overview

The Hollywood-Burbank Airport Authority held the first Part 150 Study Technical Advisory Committee meeting on January 30, 2025, at the Hollywood Burbank Airport Sky Room. A Zoom virtual participation option was available for those unable to attend in-person.

Gene Reindel, Vice President with HMMH, provided an overview of the Hollywood Burbank Airport Part 150 Noise Compatibility Planning Study, outlining the FAA's Part 150 framework and the Technical Advisory Committee's (TAC) role. The presentation also highlighted the aircraft noise exposure analysis, land use compatibility assessment, and potential mitigation measures. Key study components, including noise measurement, aircraft operations data, and TAC's advisory role in reviewing findings, were discussed. To view the full presentation please see **Appendix A**.

Discussion Highlights

During the meeting, attendees provided a total of seven questions and comments related to noise exposure maps, scheduling, public engagement, land use, and noise complaints.

Key Themes

1. Availability of Noise Exposure Maps

- **Agency:** LA County Planning
- **Discussion Points:**
  - Question regarding whether previous noise exposure maps are publicly available.
  - Understanding historical data could help jurisdictions and planners analyze long-term noise trends.

2. Projected Schedule & Noise Exposure Map Updates

- **Agency:** City of Los Angeles
- **Discussion Points:**
  - There were inquiries about whether the project schedule is expected to change.
  - Participants sought clarification on whether the noise exposure map would be updated as new data becomes available.

3. Public Engagement & Outreach Strategy

- **Agency:** City of Los Angeles
- **Discussion Points:**
  - Questions were raised about when new public stakeholders would be engaged.

- Interest in ensuring that additional TAC members or community representatives could be incorporated at the appropriate stage.

4. Impact of Residential Development on Noise Conditions

- **Agency:** City of Los Angeles
- **Discussion Points:**
  - Request to understand how ongoing and planned residential development might influence noise conditions.
  - Emphasized importance of assessing unit counts and scale of projects as part of the analysis was noted.

5. Land Use and Compatibility Considerations

- **Agency/Organization:** City of Los Angeles, Million Air
- **Discussion Points:**
  - Concerns were raised about how land use could be adjusted if new buildings have been constructed over the past two decades.
  - Questions regarding the necessity of the study given existing development trends.
  - Inquiries about how zoning updates and land use changes would be reflected in the study's findings.

6. Noise Complaints & Community Concerns

- **Agency:** LA County Planning
- **Discussion Points:**
  - Stakeholders wanted to understand the overall volume and nature of noise complaints received by the airport.
  - This information could help gauge community concerns and inform mitigation strategies.

A full list of the questions and responses are found in **Appendix B.**

IV. Notification

TAC members were notified about the first meeting through standard electronic and personal email correspondence to encourage participation from members to attend either in-person or virtually.

Notification included the following methods:

- Four Weekly E-Blasts
- One round of personalized email follow-ups with TAC members

V. Next Steps

The second Technical Advisory Committee is tentatively scheduled to be held on March 27, 2025, to evaluate the data and comments from the committee that is collected and review the updated noise modeling inputs.

VI. Appendix

Appendix A

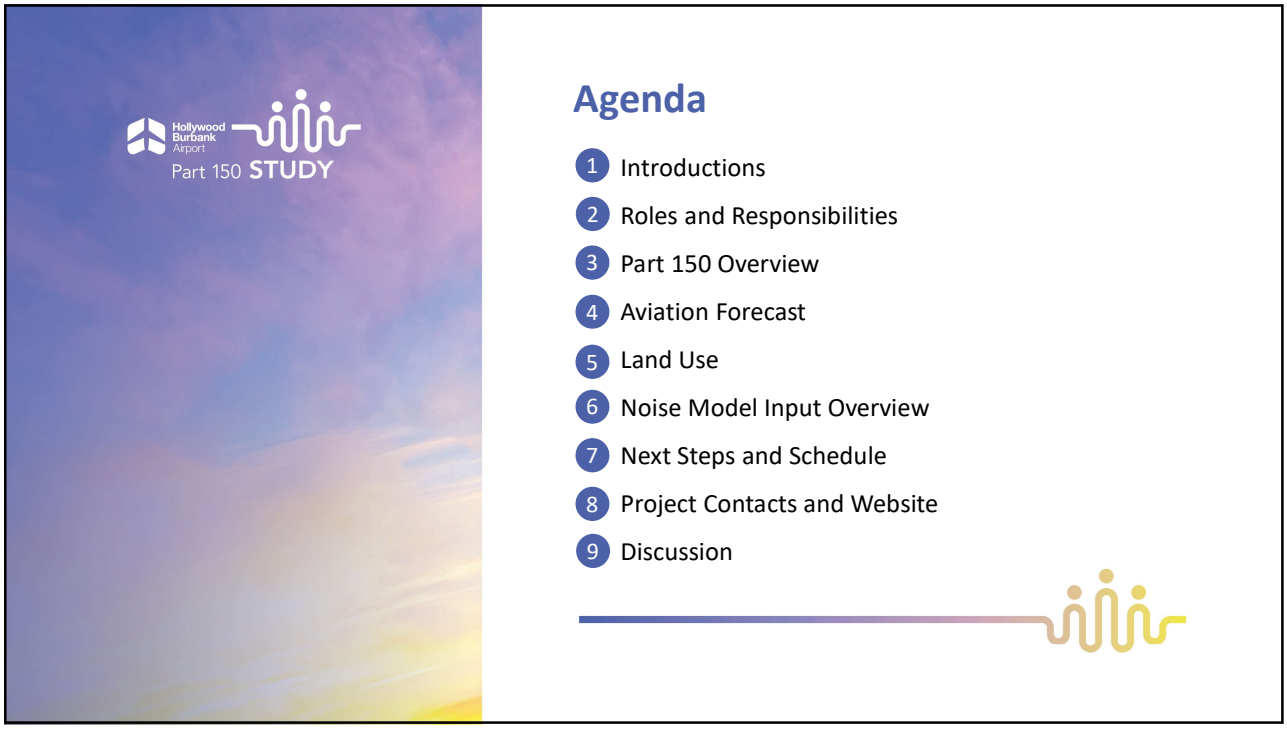
- Presentation

Appendix B

- Comment Log

Hollywood Burbank Airport
Part 150 STUDY
Noise Compatibility Study
Technical Advisory Committee
Meeting #2
March 27, 2025

1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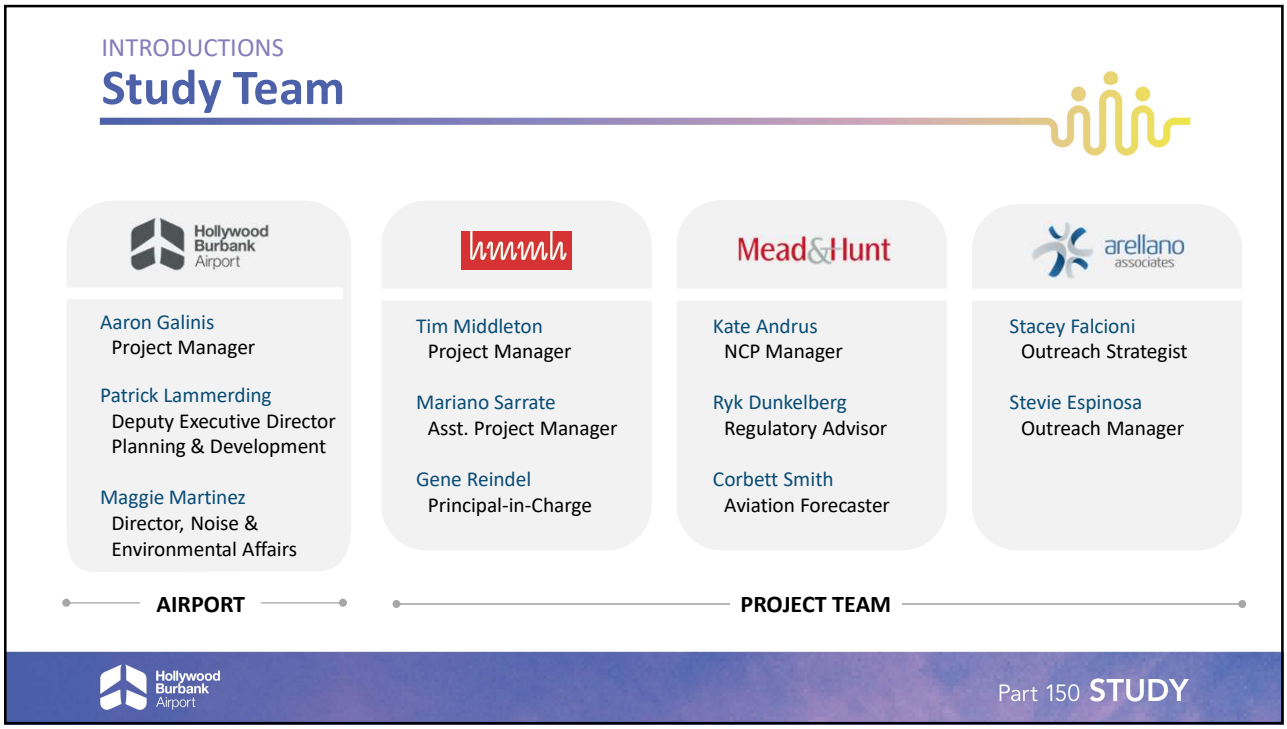
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Hollywood Burbank Airport
Part 150 STUDY

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ROLES AND RESPONSIBILITIES

Technical Advisory Committee

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Hollywood Burbank Airport
Part 150 STUDY

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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
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Technical Elements

Part 150 has two technical elements:

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   FAA approves/disapproved each Airport-recommended measure in a Record of Approval (ROA)

Hollywood Burbank Airport
Part 150 STUDY

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Part 150 Overview
Noise Exposure Map (NEM)

The NEM document describes:

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

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

Hollywood Burbank Airport
Part 150 STUDY

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Hollywood Burbank Airport
Part 150 STUDY

Aviation Forecast

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FAA Terminal Area Forecast (TAF)

Terminal Area Forecast (TAF)

- Official FAA forecast of aviation activity for U.S. airports
- Prepared for major users of the National Airspace System including
  - Air carrier
  - Air taxi/commuter
  - General aviation
  - Military
- Meets the budget and planning needs of the FAA
- Provides information for use by state and local authorities, the aviation industry, and the public

BUR Part 150

- The 2024 FAA TAF (published Feb 2025) is being used as the basis for the forecast aircraft operations at BUR.
  - Confirmed through independent forecasts

https://www.faa.gov/data_research/aviation/taf

Hollywood Burbank Airport
Part 150 STUDY

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Comparison of Forecasts

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

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

Hollywood Burbank Airport
Part 150 STUDY

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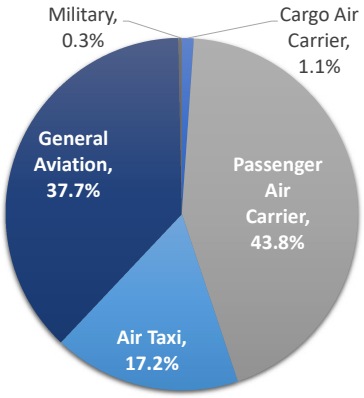
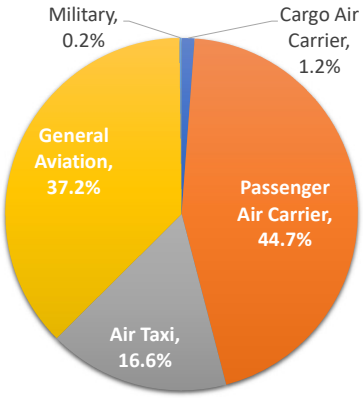
Aircraft Summary by Category

2025 Operations



2030 Operations



- Most operations based on 2023 flight track and aircraft identification data from BUR Airport Noise & Operations Monitoring System (ANOMS™)
- Military operations based on 2023 FAA Traffic Flow Management System Counts (TFMSC) data

Hollywood Burbank Airport
Part 150 STUDY

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Hollywood Burbank Airport
Part 150 STUDY

Land Use

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Land Use Data Collection & Review

Primary data collection steps include:

- Assemble and review land use, zoning, and population data
- Identify noise-sensitive sites, e.g., schools and places of worship
- Identify any local land use policies that address airport operations
- Create draft land use maps
- Verify land uses through windshield survey (in area of expected 65 dB CNEL contour)
- Local jurisdictions to review maps and advise of necessary corrections
- Assess any deficiencies of land use data and corrective approaches

Hollywood Burbank Airport
Part 150 STUDY

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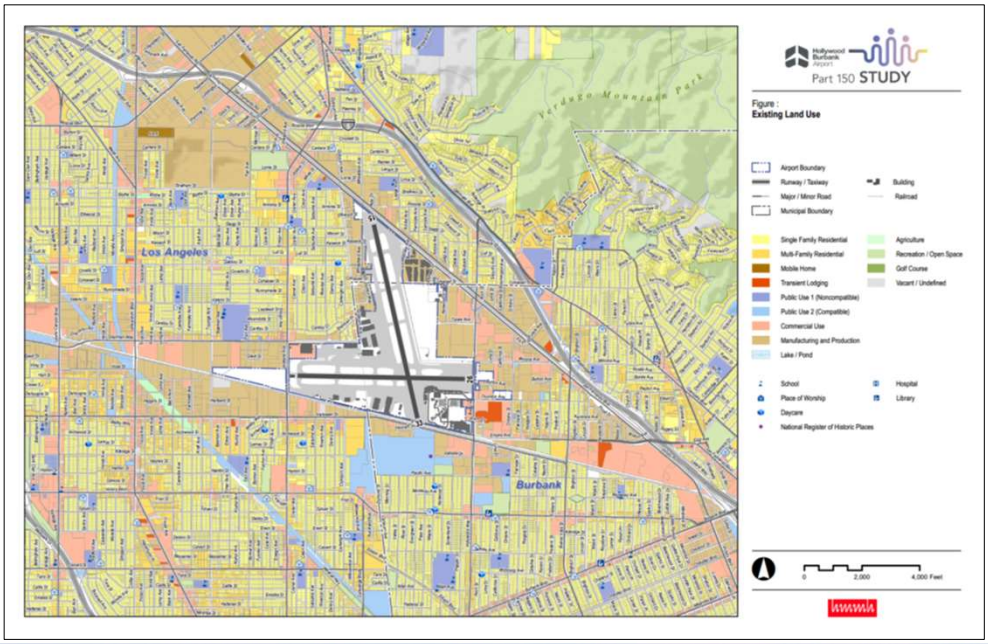

Hollywood Burbank Airport
Part 150 STUDY

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Hollywood Burbank Airport Part 150 STUDY

Noise Model Input Overview

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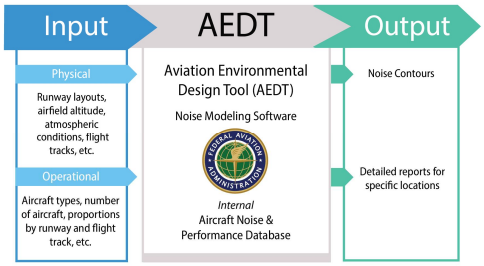
Noise Model Overview



- 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	2	3
Aircraft Noise and Performance Data	**Airport Physical Inputs**	**Aircraft Operational Inputs**
• Aircraft performance profiles • Noise level vs. distance curves	• Airport Layout • Weather data • Terrain data	• Number of aircraft operations • Aircraft fleet mix • Day-evening-night split of flight and runup operations • Runway utilization • Flight track geometry and utilization

Hollywood Burbank Airport
Part 150 STUDY

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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

Hollywood Burbank Airport
Part 150 STUDY

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Physical Conditions

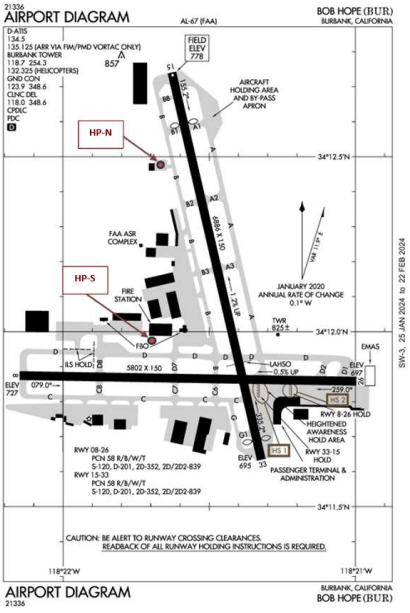
AIRFIELD LAYOUT

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



Hollywood Burbank Airport
Part 150 STUDY

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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

Hollywood Burbank Airport
Part 150 STUDY

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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	92,866	52,494	400	145,967
2030	105,458	53,767	400	159,626

Note 1: Forecast Pending FAA Approval.
Note 2: Operations sums may appear to be off due to rounding.
Source: M&H Forecast, FAA 2023 TAF

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Part 150 STUDY

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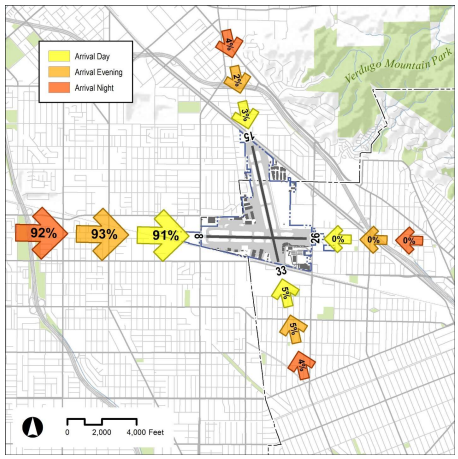
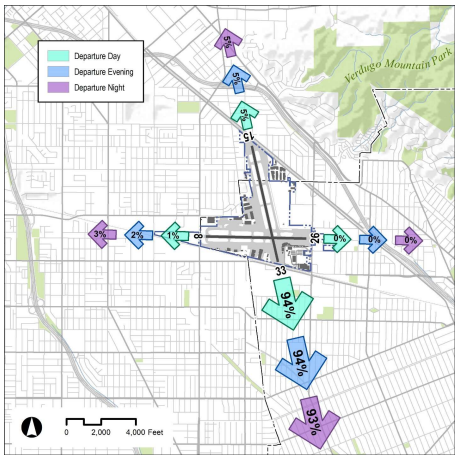
Runway Use



Jet Arrival Runway Use Percentages



Jet Departure Runway Use Percentages

Hollywood Burbank Airport
Part 150 STUDY

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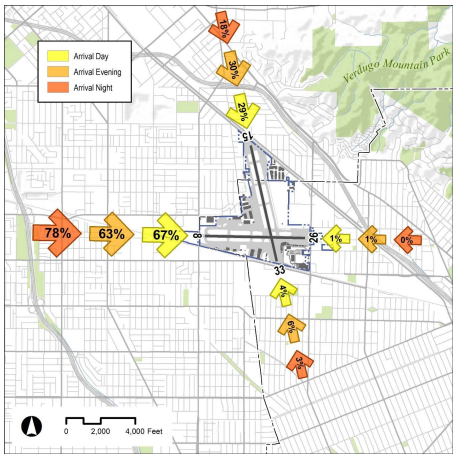
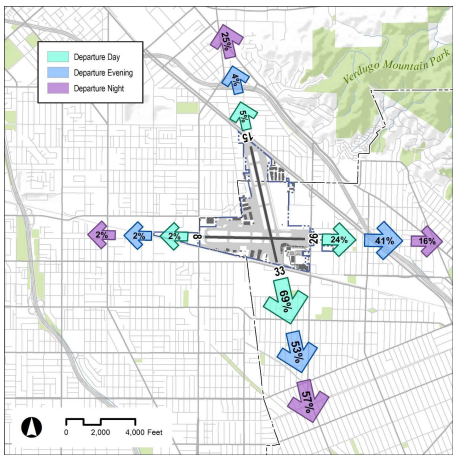
Runway Use



Non-Jet Arrival Runway Use Percentages



Non-Jet Departure Runway Use Percentages

Hollywood Burbank Airport
Part 150 STUDY

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Aircraft Flight Tracks

- Model flight tracks have been developed for arrivals and departures based on analysis of radar data
- Model "Backbone" tracks are developed for major origin/destination directions; backbones have subtracks, to increase fidelity of modeling

Model Track Development Process

- Actual flight tracks are grouped into bundles (by aircraft type, runway, operation type, and destination)
- Track groups are represented by a "backbone" track and sub-tracks on either side to represent the dispersion of the bundle
- Representative tracks are developed to the extent of the study area
- Separate track use percentages are developed for each track bundle and type of operation

Hollywood Burbank Airport
Part 150 STUDY

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Aircraft Flight Tracks

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

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

Runway	Arrival Tracks		Departure Tracks	
	Backbone	Sub-Track	Backbone	Sub-Track
15	8	20	16	68
33	10	22	11	28
8	17	60	6	14
26	3	0	6	18
HS	6	13	7	13
HN	6	11	7	15
Total	50	126	53	156

Hollywood Burbank Airport
Part 150 STUDY

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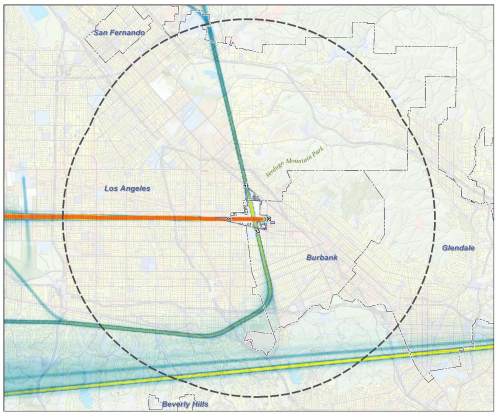
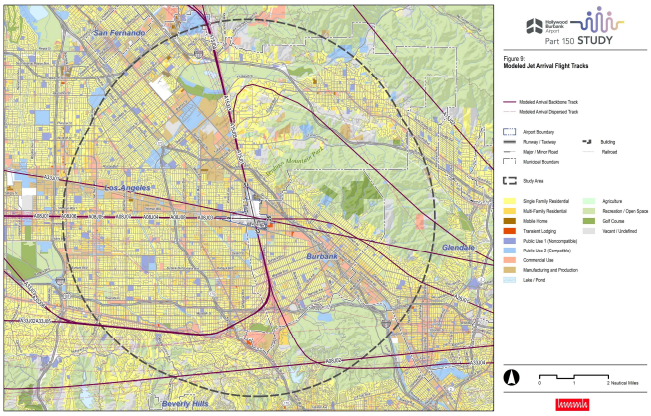
Flight Tracks – Jet Arrivals



2023 Flight Track Density



Model Flight Tracks

Hollywood Burbank Airport
Part 150 STUDY

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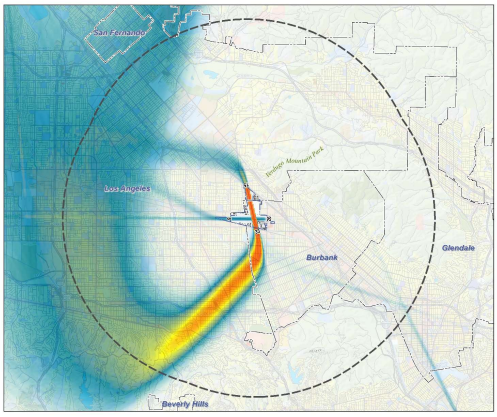
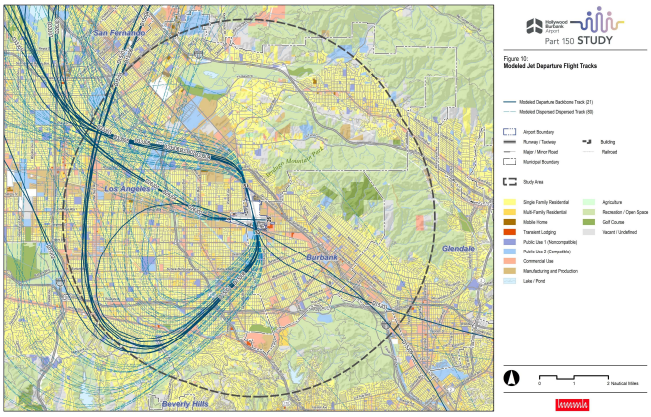
Flight Tracks – Jet Departures



2023 Flight Track Density



Model Flight Tracks

Hollywood Burbank Airport
Part 150 STUDY

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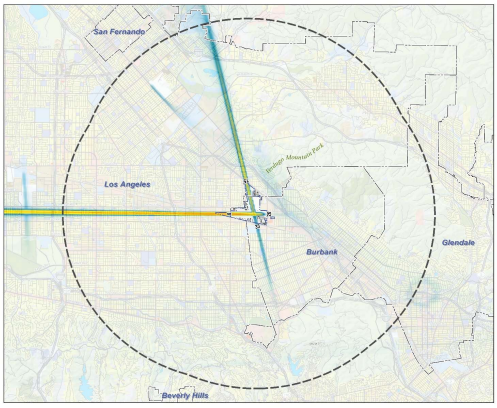
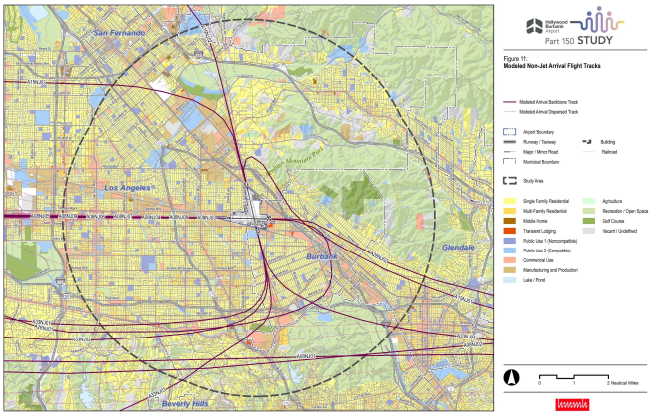
Flight Tracks – Non-Jet Arrivals



2023 Flight Track Density



Model Flight Tracks

Hollywood Burbank Airport
Part 150 STUDY

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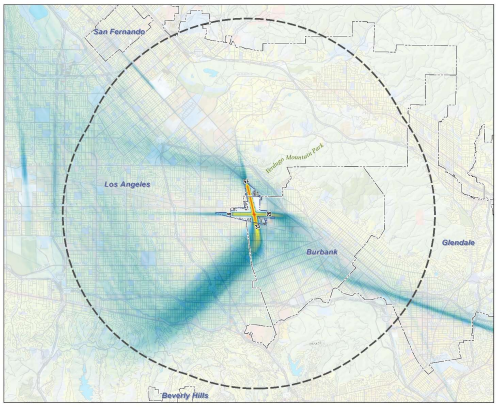
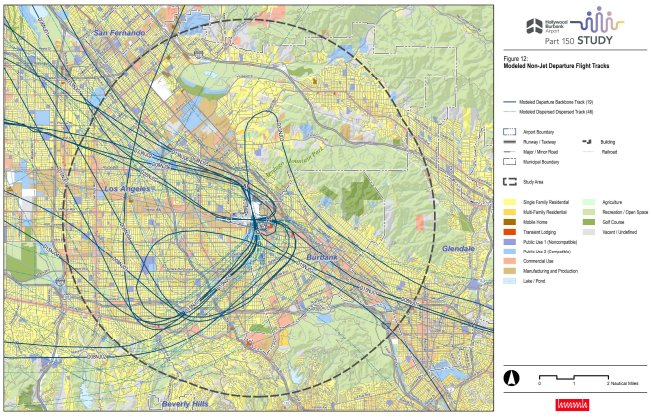
Flight Tracks – Non-Jet Departures



2023 Flight Track Density



Model Flight Tracks

Hollywood Burbank Airport
Part 150 STUDY

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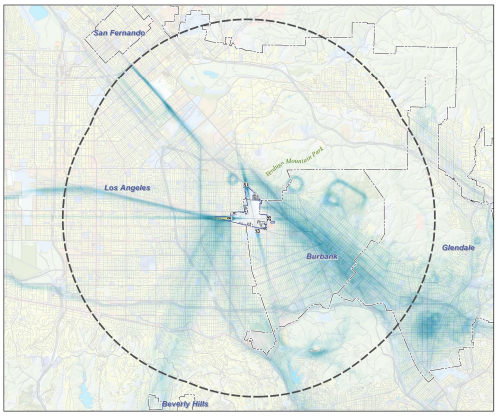
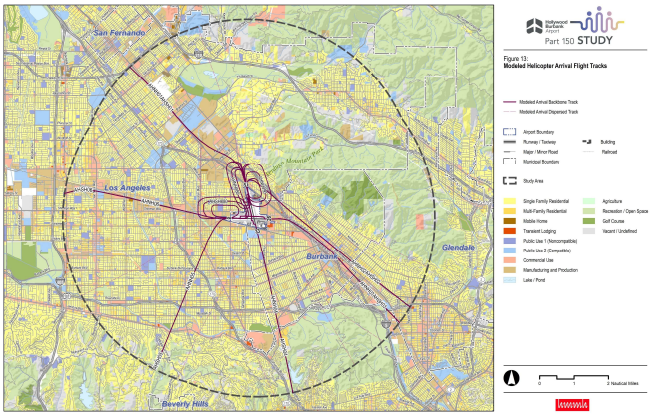
Flight Tracks – Helicopter Arrivals



2023 Flight Track Density



Model Flight Tracks

Hollywood Burbank Airport
Part 150 STUDY

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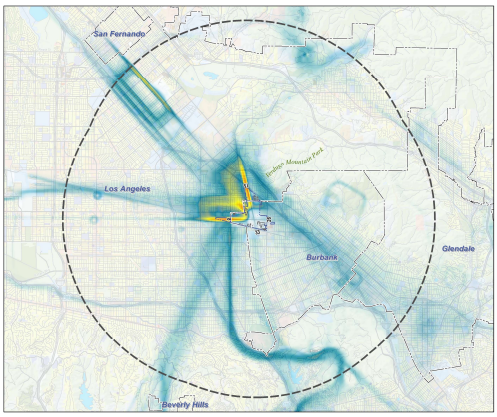
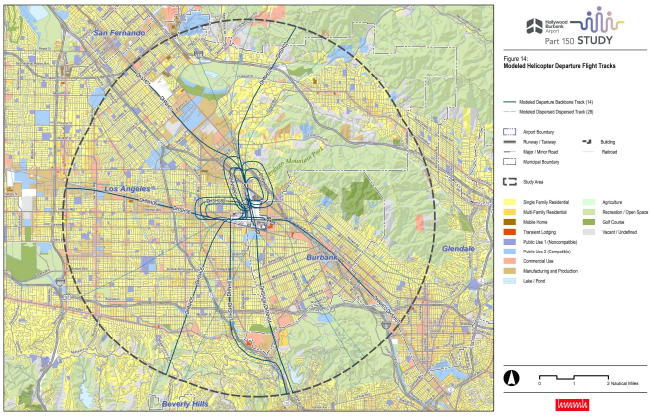
Flight Tracks – Helicopter Departures



2023 Flight Track Density



Model Flight Tracks

Hollywood Burbank Airport
Part 150 STUDY

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Next Steps

- Generate noise contours with AEDT
- Assess land use compatibility
- Develop draft Noise Exposure Maps and report
- Present draft NEM to the public
- Submit the NEM to the FAA for review and acceptance
- Evaluate:
  - Potential **noise abatement measures** to reduce the number of people exposed to 65 dB CNEL and higher aircraft noise levels
  - Potential **land use measures** to mitigate uses not compatible with aircraft noise and prohibit introduction of future non-compatible land uses
  - Potential **programmatic measures** to implement, monitor and report on the Authority-recommended noise abatement and land use measures
- Update the Noise Compatibility Program

Hollywood Burbank Airport
Part 150 NOISE STUDY

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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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Part 150 STUDY

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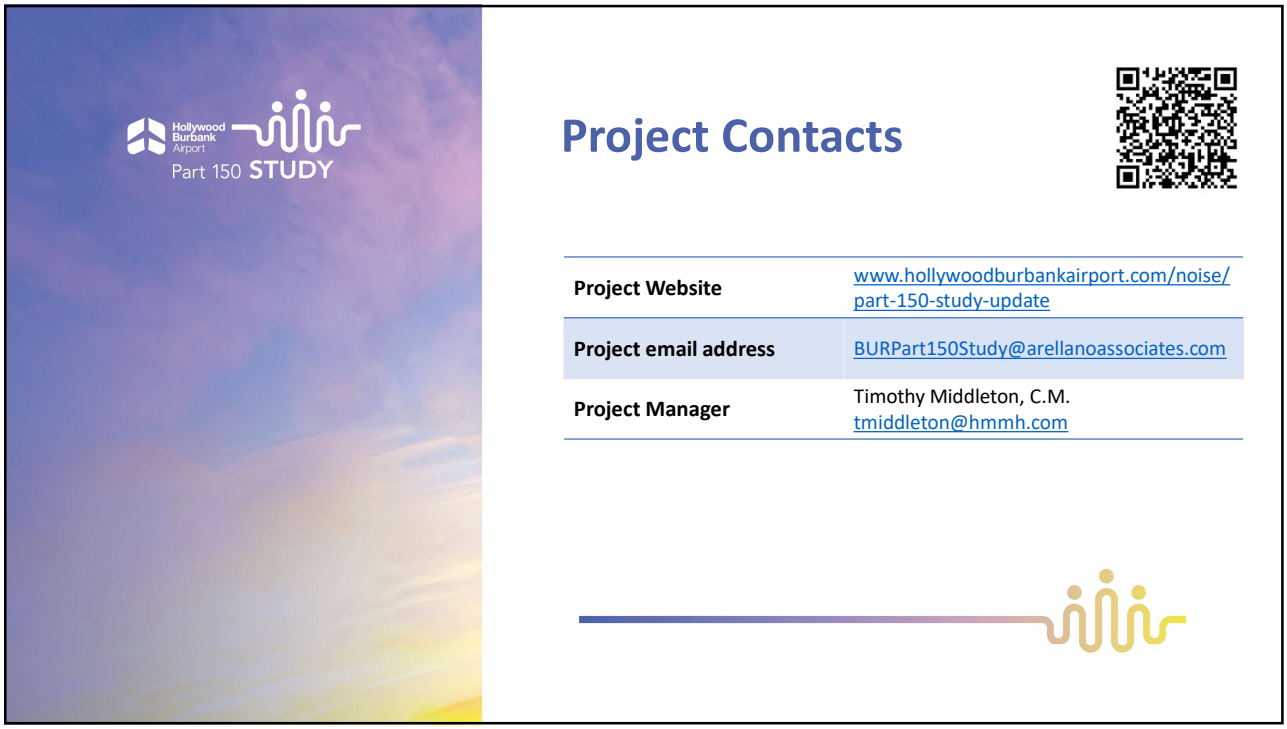
Hollywood Burbank Airport
Part 150 STUDY
Project Contacts
Project Website
www.hollywoodburbankairport.com/noise/part-150-study-update
Project email address
BURPart150Study@arellanoassociates.com
Project Manager
Timothy Middleton, C.M.
tmiddleton@hmmh.com

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Hollywood Burbank Airport
Part 150 STUDY
Discussion

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Hollywood-Burbank Airport Part 150 Study

Technical Advisory Committee Meeting #2 – Summary Report

Thursday, March 27, 2025

I. Introduction

The Technical Advisory Committee (TAC) supports the Hollywood Burbank Airport Part 150 Noise Compatibility Planning Study by reviewing technical materials and providing input. The Study examines current and future aircraft noise exposure, assesses land use compatibility, and explores abatement, mitigation and programmatic strategies in line with Part 150 regulations.

II. Attendance

Attendee Names & Organizations	
Technical Advisory Committee Member Attendees	• **10 TAC Attendees** o Lauren De La Cruz, LA County Airport Land Use Commission o Daniel Villa, City of Burbank Planning o Justin Kim, Federal Aviation Administration o Vincent Nguyen, Federal Aviation Administration o Joseph Slama, Atlantic Aviation o Erik Felix, City of Los Angeles Planning o Zeke Wagner, City of Los Angeles Planning o Carl Stallone, Spirit Airlines o Bill Scott, Southwest Airlines
Study Staff Attendees	• **10 Study Staff Attendees** o Patrick Lammerding, Hollywood Burbank Airport Authority o Aaron Galinis, Hollywood Burbank Airport Authority o Maggie Martinez, Hollywood Burbank Airport Authority o Gene Reindel, HMMH o Timothy Middleton, HMMH o Corbett Smith, Mead & Hunt o Ryk Dunkelberg, Mead & Hunt o Stacey Falcioni, Arellano Associates o Stevie Espinoza, Arellano Associates o Eric Davidian, Arellano Associates

III. Meeting Overview

The Hollywood-Burbank Airport Authority held the second Part 150 Study TAC meeting on January 30, 2025, at the Hollywood Burbank Airport Sky Room. A virtual participation option via Zoom was available for those unable to attend in-person.

Gene Reindel, Vice President with HMMH, provided an overview of the Hollywood Burbank Airport Part 150 Noise Compatibility Planning Study, outlining the FAA's Part 150 framework and the TAC role. The presentation highlighted the aviation forecast, the process of collecting and reviewing land use data, an overview of the noise model input, and next steps of the study. Key study components, including aviation forecasting, aircraft operations data, and TAC's advisory role in reviewing findings and providing land use analysis, were discussed. To view the full presentation please see **Appendix A**.

Discussion Highlights

During the meeting, attendees provided a total of three comments and questions that were received relating to land use and mapping data access.

Key Themes

1. Coordination on Land Use Planning

- **Discussion Points:**
  - City of Burbank has ongoing work on the Golden State Specific Plan that will include potential land use updates relevant to the noise compatibility map.
  - Emphasized interest in coordinating with the study team to ensure alignment.
  - Mentioned formation of a technical committee and intent to engage with the project team as planning progresses.

2. Upcoming Land Use Updates

- **Discussion Points:**
  - Indicated potential shifts in commercial land use areas within the City of Los Angeles.
  - Offered to provide updated land use information once plans are further developed and more concrete.
  - Expressed willingness to share input to support the accuracy of the noise compatibility map.

3. Request for Data Access and Map Files

- **Discussion Points:**
  - TAC members requested a copy of the land use map and associated shapefiles for review.
  - Appreciation in advance for receiving this data to support their planning efforts.

IV. Notification

TAC members were notified about the second meeting through standard electronic and personal email correspondence to encourage participation from members to attend either in-person or virtually.

Notification included the following methods:

- One Save-the-Date calendar hold
- Three Weekly Reminder E-Blasts
- One round of personalized email follow-ups with TAC members

V. Next Steps

The third TAC meeting is tentatively scheduled to be held on May 22nd, 2025, to analyze the noise modeling results and review the existing nose compatibility program.

VI. Appendix

Appendix A

- Presentation

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Hollywood Burbank Airport
Part 150 STUDY
Noise Compatibility Study
Technical Advisory Committee
Meeting #3
May 22, 2025

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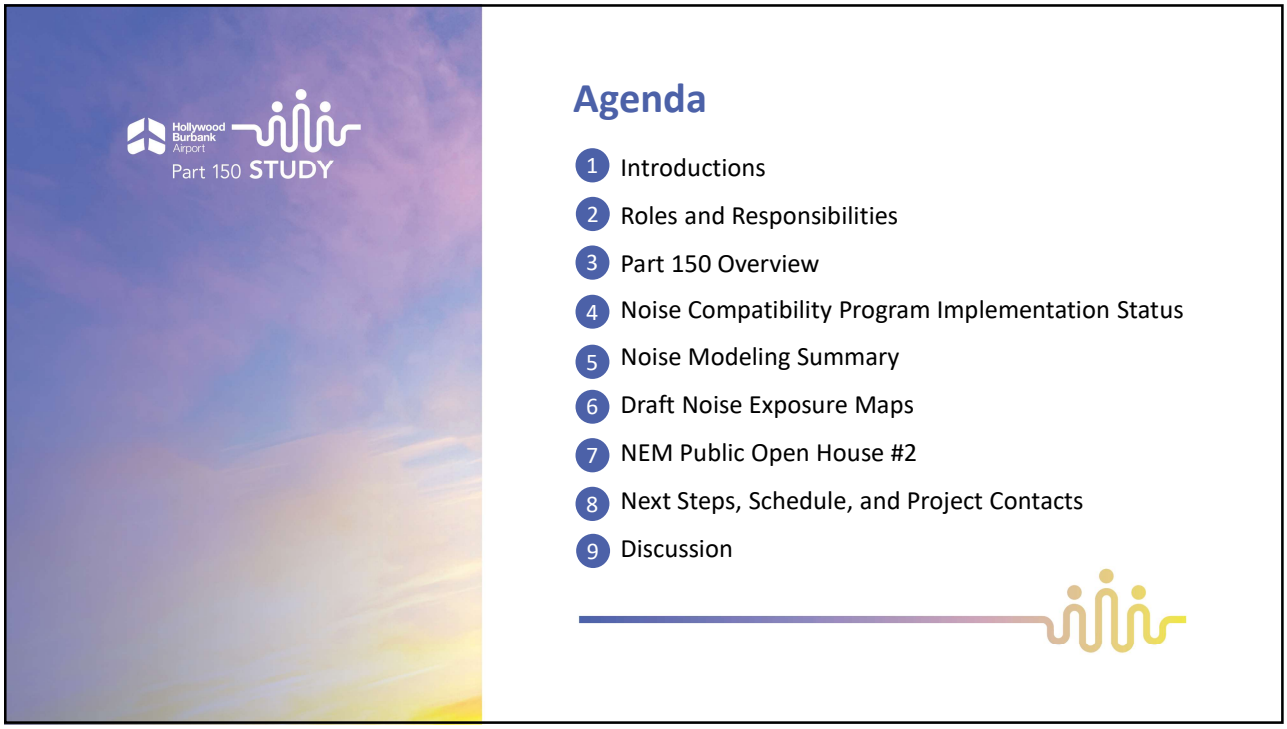
Hollywood Burbank Airport
Part 150 STUDY
Agenda
1 Introductions
2 Roles and Responsibilities
3 Part 150 Overview
4 Noise Compatibility Program Implementation Status
5 Noise Modeling Summary
6 Draft Noise Exposure Maps
7 NEM Public Open House #2
8 Next Steps, Schedule, and Project Contacts
9 Discussion

2

INTRODUCTIONS

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

Hollywood Burbank Airport

Part 150 STUDY

3

INTRODUCTIONS

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

Hollywood Burbank Airport

Part 150 STUDY

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ROLES AND RESPONSIBILITIES

Technical Advisory Committee

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.

Hollywood Burbank Airport
Part 150 STUDY

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AIRPORT NOISE COMPATIBILITY

Planning Process

We are here.

Study Initiation	Verification	Develop NEMs	Develop NCP
• Finalize methodology • Establish Citizen's Advisory Committee • Establish Technical Advisory Committee • Develop project schedule and milestones	• 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 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	• 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

Hollywood Burbank Airport
Part 150 STUDY

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Part 150 Overview

Regulation

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

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

Technical Elements

Part 150 has two technical elements:

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

Hollywood Burbank Airport
Part 150 STUDY

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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

Hollywood Burbank Airport
Part 150 STUDY

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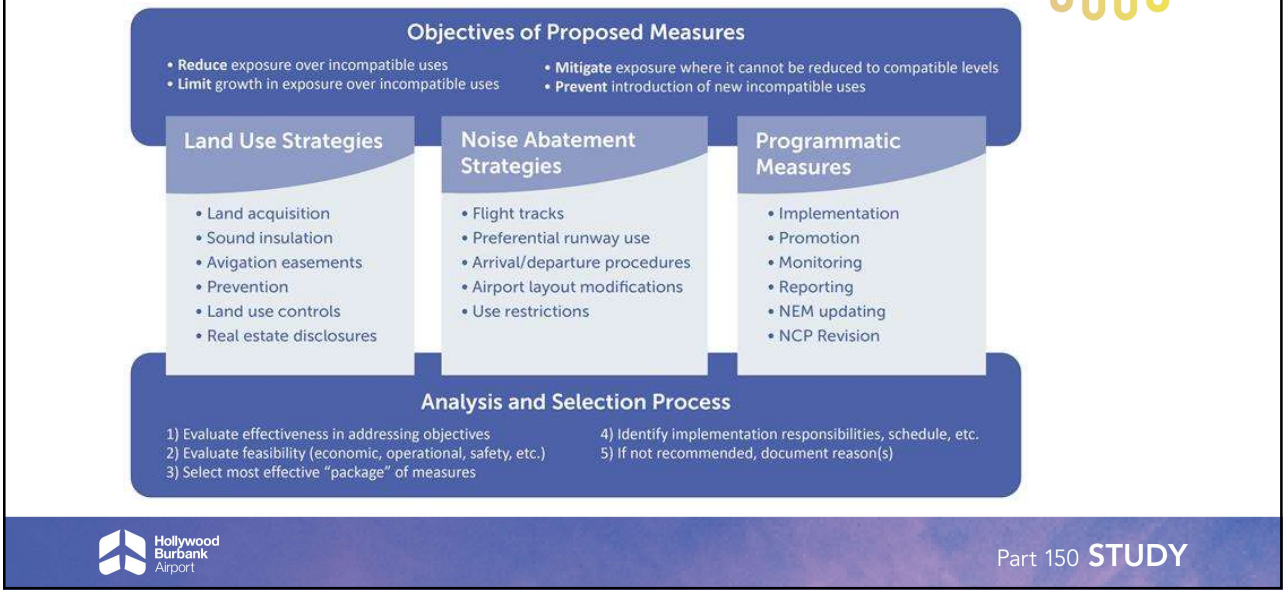
Noise Compatibility Program (NCP) Overview



Hollywood Burbank Airport
Part 150 STUDY

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Part 150 STUDY

Noise Compatibility Program Implementation Status

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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

Hollywood Burbank Airport
Part 150 STUDY

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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

Hollywood Burbank Airport
Part 150 STUDY

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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

Hollywood Burbank Airport
Part 150 STUDY

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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

Hollywood Burbank Airport
Part 150 STUDY

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Hollywood Burbank Airport
Part 150 STUDY

Noise Modeling Summary

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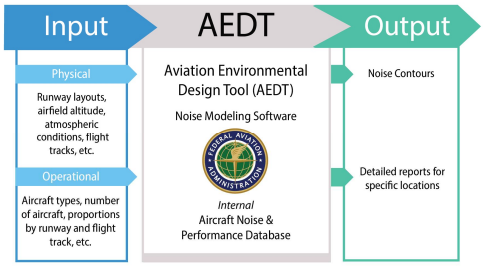
Noise Model Overview



- 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	2	3
Aircraft Noise and Performance Data	**Airport Physical Inputs**	**Aircraft Operational Inputs**
• Aircraft performance profiles • Noise level vs. distance curves	• Airport Layout • Weather data • Terrain data	• Number of aircraft operations • Aircraft fleet mix • Day-evening-night split of flight and runup operations • Runway utilization • Flight track geometry and utilization

Hollywood Burbank Airport
Part 150 STUDY

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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

Hollywood Burbank Airport
Part 150 STUDY

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Physical Conditions

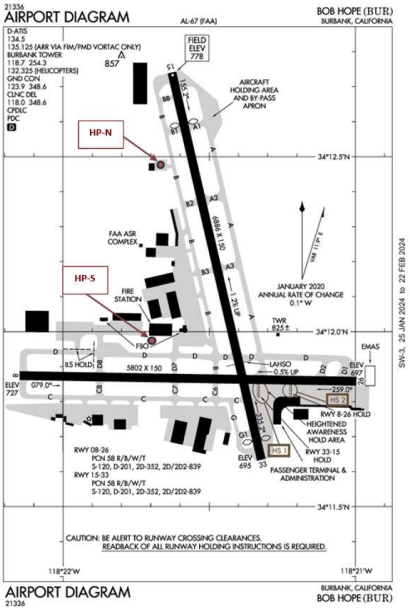
AIRFIELD LAYOUT

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



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Part 150 STUDY

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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

Hollywood Burbank Airport
Part 150 STUDY

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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

Hollywood Burbank Airport
Part 150 STUDY

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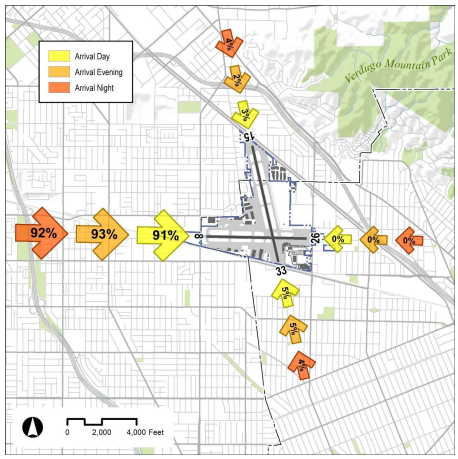
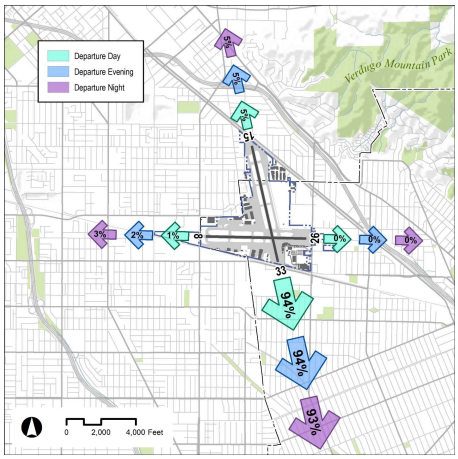
Runway Use



Jet Arrival Runway Use Percentages



Jet Departure Runway Use Percentages

Hollywood Burbank Airport
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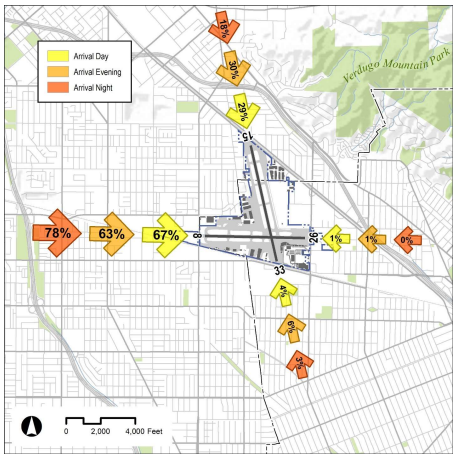
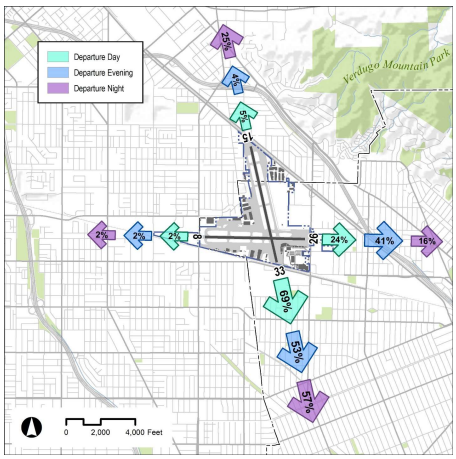
Runway Use



Non-Jet Arrival Runway Use Percentages



Non-Jet Departure Runway Use Percentages

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Hollywood Burbank Airport Part 150 STUDY

Draft Noise Exposure Maps

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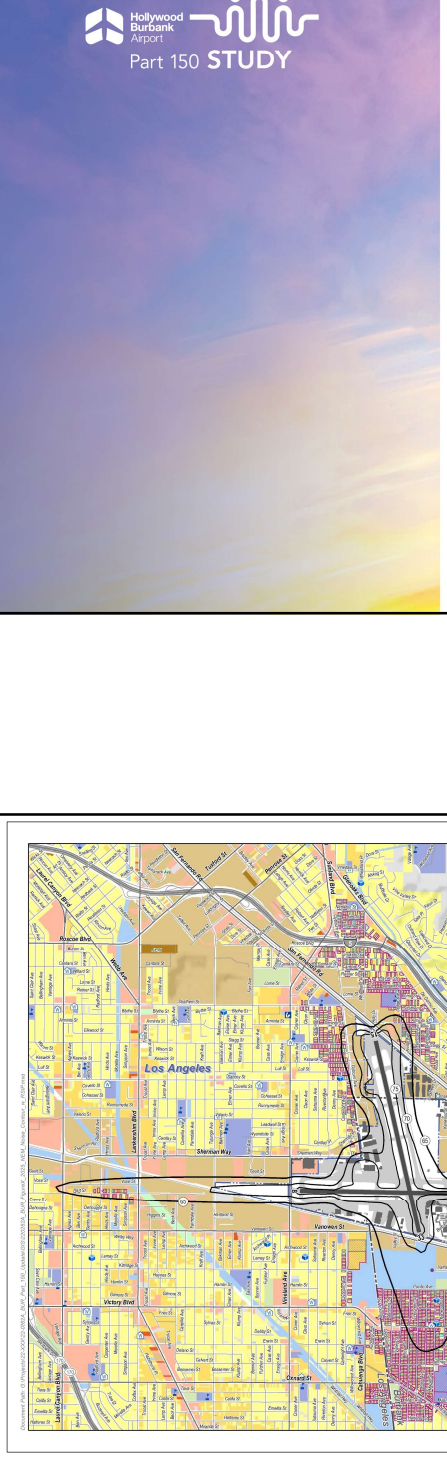

Existing Condition NEM (2025)

Hollywood Burbank Airport Part 150 STUDY

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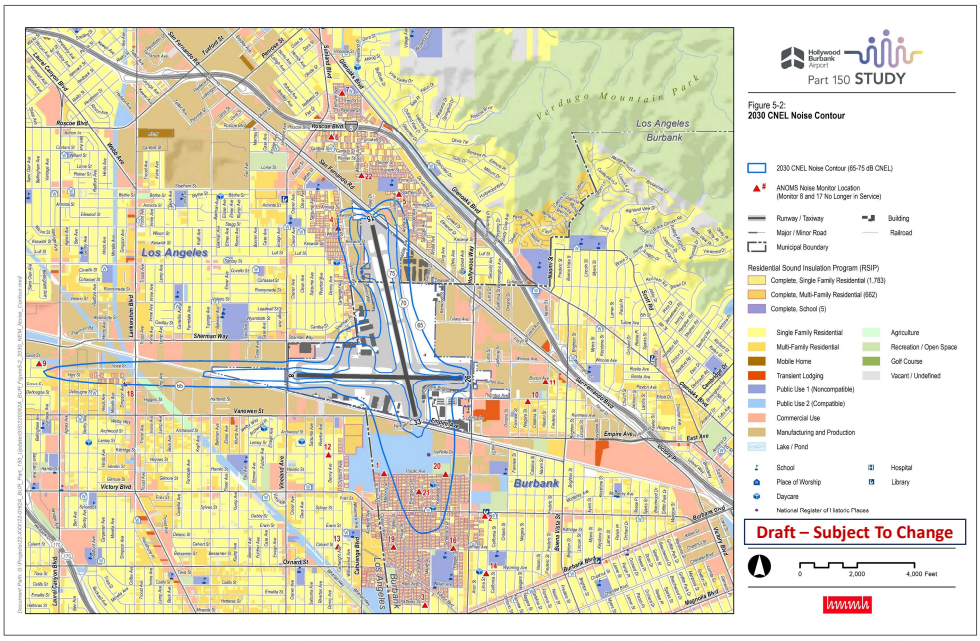

Future Condition NEM (2030)

Hollywood Burbank Airport
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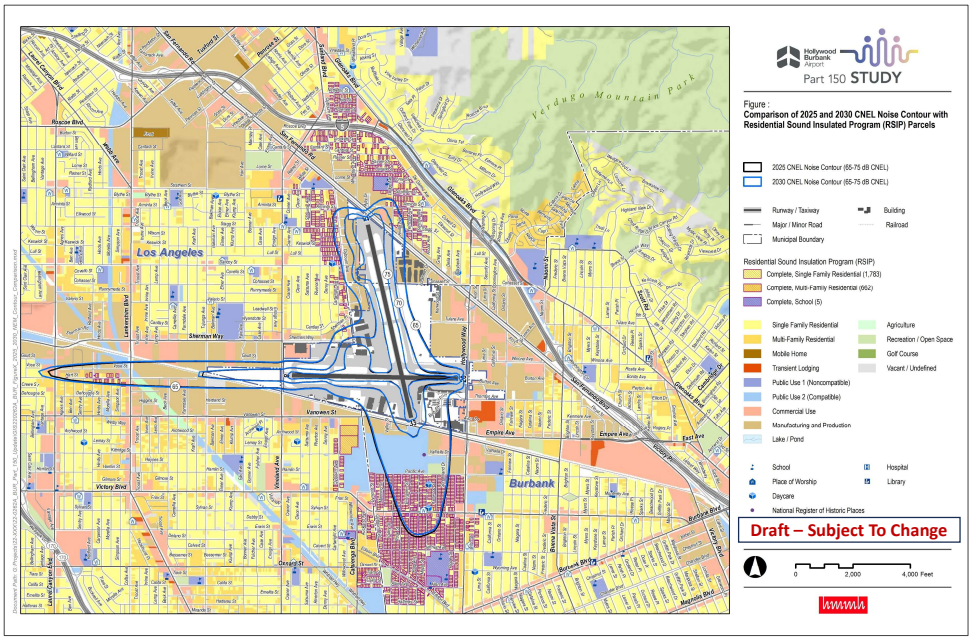

Existing & Future Condition NEMs

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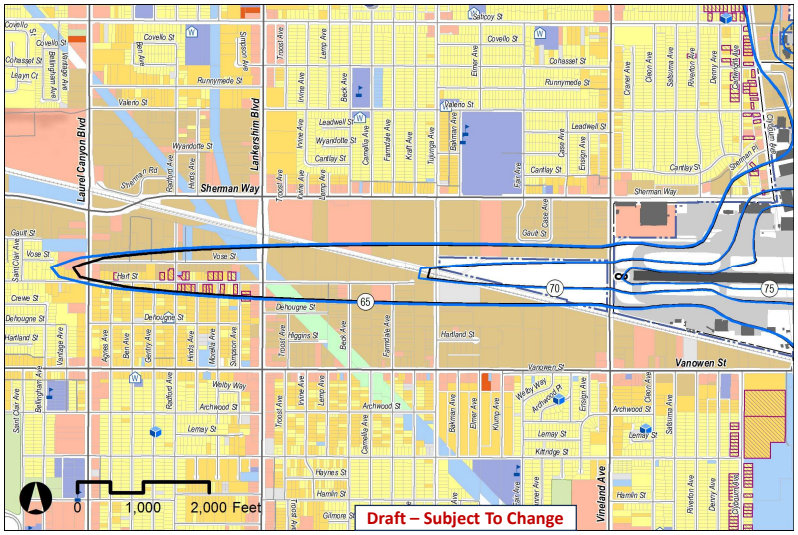

Western edge of the contour

Hollywood Burbank Airport
Part 150 STUDY

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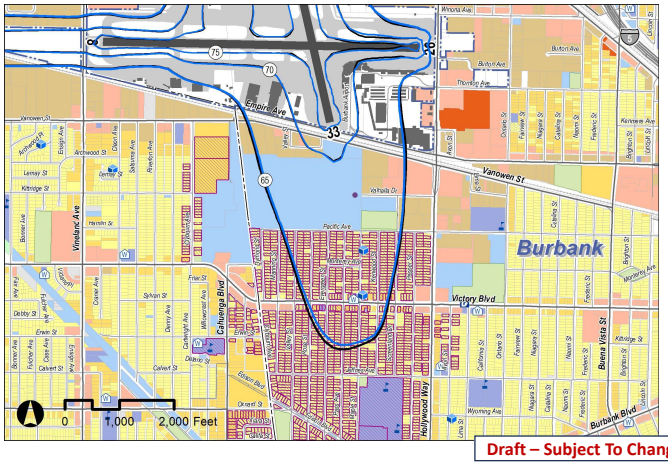
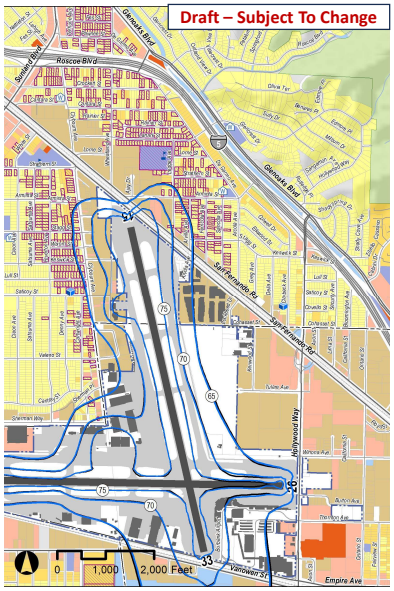


Southern edge of the contour



North and east edge of the contour

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Part 150 STUDY

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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.

Hollywood Burbank Airport
Part 150 STUDY

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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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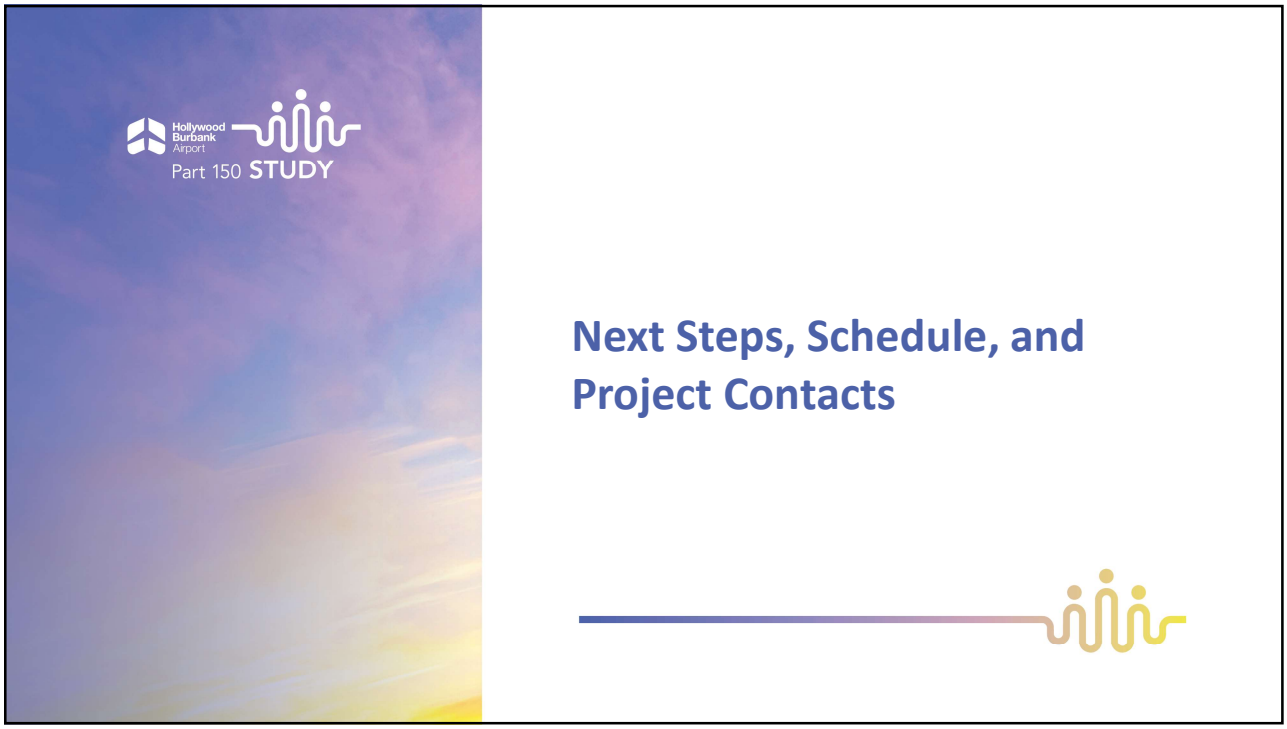

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Next Steps

- 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

Hollywood Burbank Airport
Part 150 NOISE STUDY

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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.

Hollywood Burbank Airport
Part 150 STUDY

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Hollywood Burbank Airport
Part 150 STUDY

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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Hollywood-Burbank Airport Part 150 Study

Technical Advisory Committee Meeting #3 – Summary Report

Thursday, May 22, 2025

I. Introduction

The Technical Advisory Committee (TAC) supports the Hollywood Burbank Airport Part 150 Noise Compatibility Planning Study by reviewing technical materials and providing input. The Study examines current and future aircraft noise exposure, assesses land use compatibility, and explores mitigation strategies in line with Part 150 regulations.

II. Attendance

Attendee Names & Organizations	
Technical Advisory Committee Member Attendees	• **13 TAC Attendees** ○ Lauren De La Cruz, LA County Airport Land Use Commission ○ Justin Kim, Federal Aviation Administration ○ Vincent Nguyen, Federal Aviation Administration ○ Joseph Slama, Atlantic Aviation ○ Erik Felix, City of Los Angeles Planning ○ Zeke Wagner, City of Los Angeles Planning ○ Daniel Villa, City of Burbank Planning ○ Silvia Sulis, City of Burbank Planning ○ Carl Stallone, Spirit Airlines ○ Cory Robertson, JetBlue Airlines ○ Larry Beck, Southwest Airlines ○ Bill Scott, Southwest Airlines ○ Evan Sensible, LA County Planning
Study Staff Attendees	• **12 Study Staff Attendees** ○ Patrick Lammerding, Hollywood Burbank Airport Authority ○ Aaron Galinis, Hollywood Burbank Airport Authority ○ Maggie Martinez, Hollywood Burbank Airport Authority ○ Gene Reindel, HMMH ○ Timothy Middleton, HMMH ○ Natasja Von Conta, HMMH

	○ Kate Larson, HMMH ○ Corbett Smith, Mead & Hunt ○ Ryk Dunkelberg, Mead & Hunt ○ Stevie Espinoza, Arellano Associates ○ Eric Davidian, Arellano Associates ○ Jessica Fahim, Arellano Associates

III. Meeting Overview

The Hollywood-Burbank Airport Authority held the third Part 150 Study Technical Advisory Committee meeting on May 22, 2025, at the Hollywood Burbank Airport Sky Room. A Zoom virtual participation option was available for those unable to attend in-person.

Timothy Middelton, Project Manager with HMMH, provided an overview of the Hollywood Burbank Airport Part 150 Noise Compatibility Planning Study, outlining the FAA's Part 150 framework and the Technical Advisory Committee's (TAC) role. The presentation also outlined the 2016 NCP implementation, updated noise modeling with draft NEMs for existing & forecasted conditions. Mr. Middelton also reviewed forecasted aircraft operations, land use compatibility, and identified potential mitigation measures. Mr. Middelton announced that these noise exposure maps will be reviewed during the Public Open House #2, discussed the beginning of the NEM public comment period and previewed the next steps involving finalizing the NEM for FAA acceptance and advancing to the NCP update. To view the full presentation, please see **Appendix A**.

Discussion Highlights

During the meeting, attendees asked two questions related to the helicopter noise contours and the comment submission deadline for the noise exposure maps.

Key Themes

1. Absence of Helicopter Noise Contours

- **Discussion Points:**
  - Question about the noise contours and whether or not the data regarding helicopter flights were intentionally omitted from the contour map.
  - Participant sought clarification on this point as to why the data was not presented.
  - Clarification was given that helipads were not modeled in the past, but are included now in the current model.

2. Deadline for Comment Submission

- **Discussion Points:**
  - The participant requested clarification on the deadline for submitting comments for Technical Advisory Committee members.

IV. Notification

TAC members were notified about the third meeting to encourage participation from members to attend either in-person or virtually.

Notification included the following methods:

- One Save-the-Date calendar hold
- Three Weekly E-Blasts
- One round of personalized email follow-ups with TAC members

V. Next Steps

The fourth Technical Advisory Committee is tentatively scheduled to be held in fall 2025 to review noise abatement measures and discuss the next steps of the Part 150 study.

VI. Appendix

Appendix A

- Presentation

Citizen's Advisory Committee (CAC) Meeting Materials

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January 24, 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, January 30, 2025 from 4:00 p.m. to 6:00 p.m. at the Elks Lodge, 2232 North Hollywood Way, Burbank, California 91505.

Leslie Whitmore, 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, January 30, 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 the Board Secretary.*
- *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, January 30, 2025

1. Roll Call
   - A brief acknowledgement of Committee members in attendance to confirm quorum and document participation for the meeting.

2. Introductions
   - Introduction of the study team and Citizen's Advisory Committee members.

3. Public Comment
   - Opportunity for members of the public to address the Committee.

4. Roles and Responsibilities
   - Brief overview of the roles and responsibilities of stakeholders and the Committee.

5. Airport Overview
   - Summary of airport history and facilities.

6. Aircraft Noise Terminology
   - Overview of common noise terminology related to the Part 150 study.

7. Airport Noise Compatibility Program
   - Summary of the Part 150 study, the planning process, and goals of the study.

8. Schedule and Meeting Topics
   - List of dates and topics of upcoming meetings for the Part 150 study.

9. Project Contacts and Website
   - List of contact information for the Part 150 study.

10. Discussion and Wrap Up
    - Opportunity for Committee members to ask questions regarding agenda-related items.

Noise Compatibility Study
Citizen's Advisory Committee
Meeting #1

January 30, 2025

Agenda

1. Roll Call
2. Introductions
3. Public Comment
4. Roles and Responsibilities
5. Airport Overview
6. Aircraft Noise Terminology
7. Airport Noise Compatibility Program
8. Schedule and Meeting Topics
9. Project Contacts and Website
10. Discussion and Wrap-Up

INTRODUCTIONS

Study Team

AIRPORT

Aaron Galinis
Project Manager

Patrick Lammerding
Deputy Executive Director
Planning & Development

Maggie Martinez
Director, Noise &
Environmental Affairs

PROJECT TEAM

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

Citizen's Advisory Committee Members

City Represented	CAC Member
Burbank	Raymond Scholl
	Laura Ioanou
	Matin Perlmutter
Glendale	Aurora Abracia
	Adrian Fieda
	Carl Povilaitis
Pasadena	Rey Rodriguez
	Dino Barajas
	Phlunté Riddle

Roles and Responsibilities

Federal Government (FAA)

Regulate source noise emissions, air traffic control, funding, and safety oversight

State and Local Government

Compatible land use planning and control

Airport Operators

Plan and implement noise compatibility measures

Aircraft Operators

Develop noise-sensitive schedules, cockpit procedures, and fleet improvements

Air Travelers and Shippers

Bear the costs (through ticket tax)

Current and Potential Residents

Seek to act in an informed manner

Roles and Responsibilities

BGPAA

- Project sponsor
- Contracts with consultant team
- Certifies the NEM is accurate and complete
- Submits NEM Update to the FAA for acceptance

FAA

- Provides federal funding for NEM Update
- Accepts NEM update
- Certification that the documentation meets federal regulations and guidelines

Consultant Team

- Overall project management, documentation, and outreach
- Aircraft noise analysis
- Land use compatibility analysis
- Aviation forecast and airfield analysis

Advisory Committees

- Review study inputs, assumptions, analyses, documentation, etc.
- Input, advice, and guidance related to NEM development

Public

- Provide input on study during comment period
- Review public draft documents

ROLES AND RESPONSIBILITIES

Citizen's Advisory Committee (CAC)

- ***Advisory*** to BUR solely for purposes of the BUR Part 150 Study
- ***Conveys*** a broad range of community perspectives to the Study
- ***Represents*** respective constituencies
- ***Recognizes*** *that the FAA is responsible for accepting the NEM/NCP and for approving Airport-recommended NCP measures*

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

Airport History

1930	Opens as United Airport; largest in LA until 1946
1934 - 1940	Renamed Union Air Terminal, then Lockheed Air Terminal after purchase by Lockheed
1967	Renamed Hollywood–Burbank Airport, introducing jet services
1978	Authority acquired Airport, and renamed it to Burbank–Glendale–Pasadena Airport
2003	Renamed Bob Hope Airport in honor of the comedian
2014 - 2017	Regional Intermodal Transportation Center (RITC) opens; rebranded as Hollywood Burbank Airport
2024 - 2026	Breaks ground on new terminal, set to open in 2026 with modern facilities

Noise Exposure Map (NEM) accepted by FAA in 1988, 2000, and 2013.

Noise Compatibility Program (NCP) measures approved by FAA in 1989, 2000, 2004, and 2016.

Airport Facility Overview - 2024

2
Intersecting Runways

6,886
Feet of Runway, North-South

5,802
Feet of Runway, East-West

555
Acres on the Premises

140,000
Total Aircraft Operations

6 million
Annual Passengers

24,000
General Aviation Operations

400
Military Operations

64,000
Air Carrier Operations

25,000
Air Taxi Operations

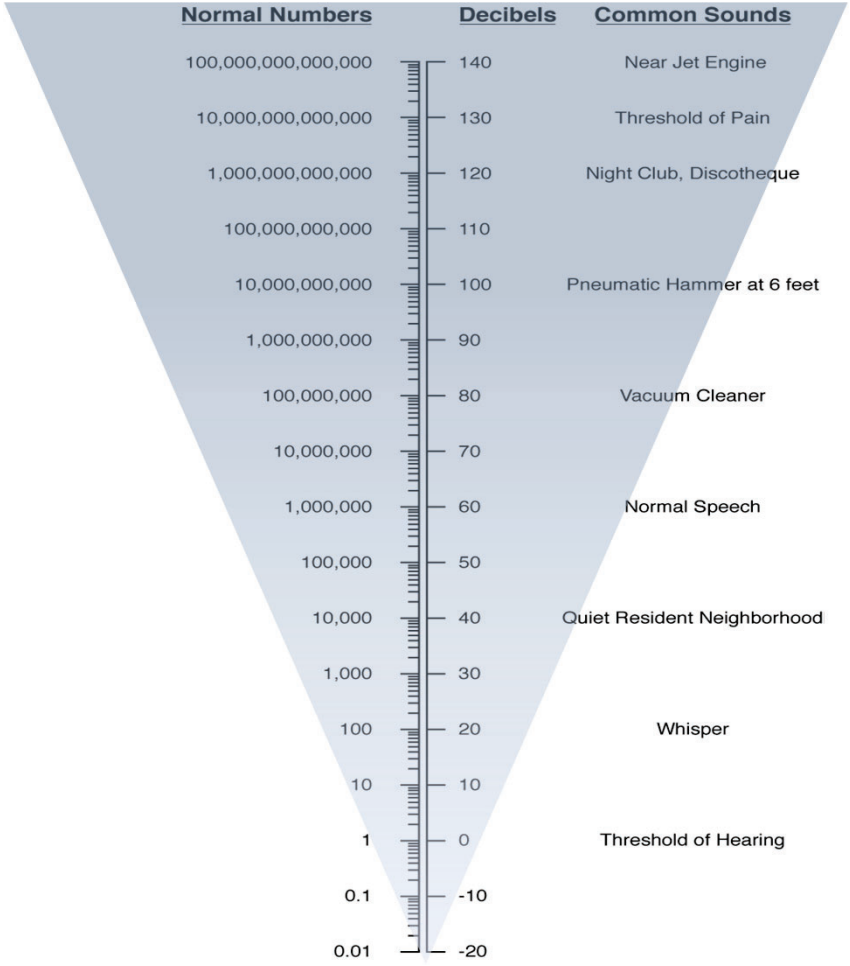
1
Aircraft Rescue and Firefighting Station

2
Fixed-Base Operators & 2 Cargo Carriers

Aircraft Noise Terminology

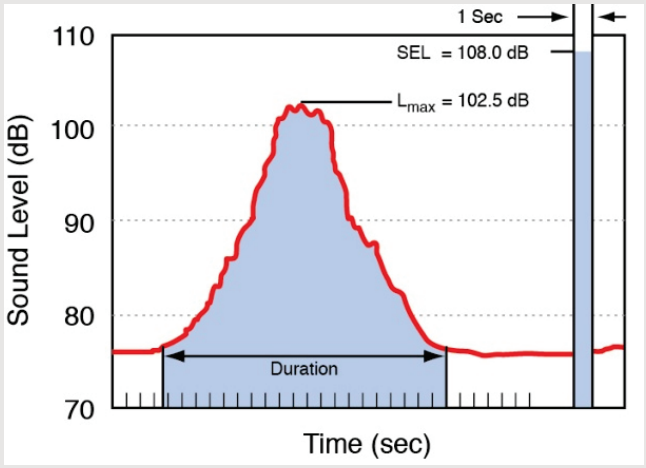
Noise Terminology

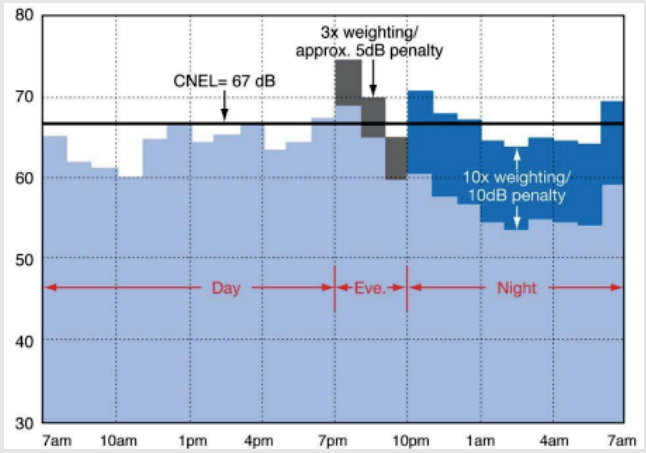
- Reported in A-weighted decibels (dB)
  - Logarithmic scale base 10
  - We hear sound pressures over a large range
  - We perceive sounds in decibels



Noise Terminology

- Maximum Noise Level (L_{max})
- Single Event Noise Exposure Level (SENEL)
- Equivalent Sound Level (L_{eq})
- Community Noise Equivalent Level (CNEL)





Noise Terminology

Decibels

- The decibel **(dB)** is a complex logarithmic quantity based on sound pressure
- A-weighted decibels correlate well with how we hear

Noise Levels

- Noise levels can be expressed many ways depending on their purpose, including but not limited to:
  - Instantaneous maximum noise levels (L_{max})
  - Single event dose (SEL)
  - Long-duration exposure (CNEL)

Part 150 Requirements

- FAA requires use of DNL in a Part 150 study (CNEL in California)
- FAA Part 150 land use compatibility guidelines:
  - ***All land use is compatible with aircraft noise less than CNEL 65 dB***
  - Land use compatibility assessments use 5-dB contour bands
    - 65 to 70 dB
    - 70 to 75 dB
    - Greater than 75 dB

Airport Noise Compatibility Planning

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

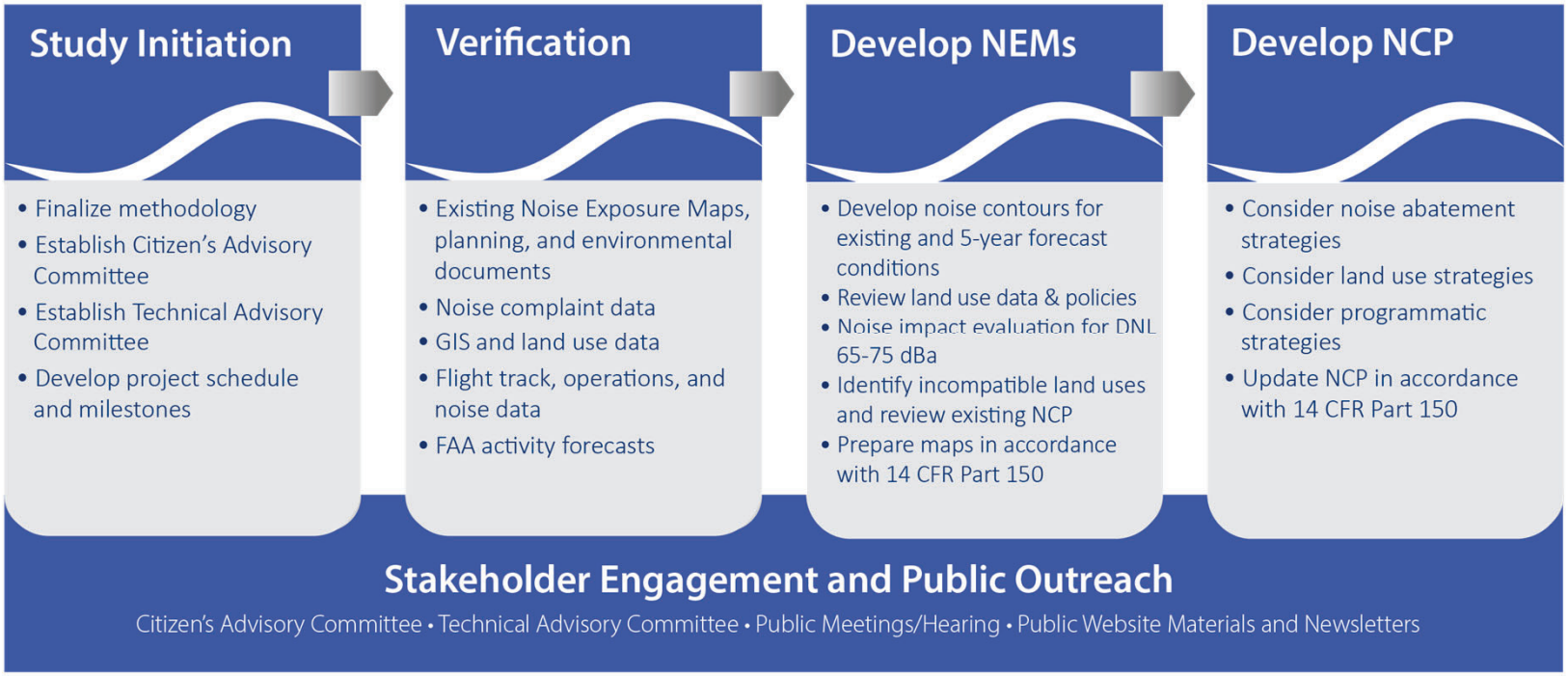
Technical Elements

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)

AIRPORT NOISE COMPATIBILITY

Planning Process



Typical Progression

Step 1

Identify Incompatible Land Uses
- Existing conditions Noise Exposure Map
- Forecast conditions Noise Exposure Map

Step 2

Consider Noise Abatement Strategies
- *Reduce* exposure over incompatible uses
- *Limit* growth in exposure over incompatible uses

Step 3

Consider Land Use Strategies
- *Mitigate* residual incompatibilities
- *Prevent* introduction of new incompatible uses

Step 4

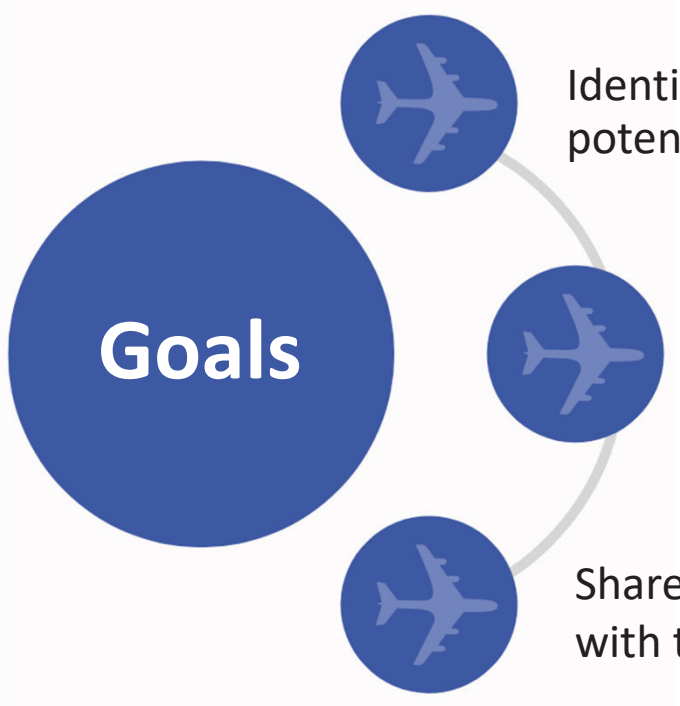
Consider Programmatic Strategies
- *Implement* and *promote* measures
- *Monitor* and *report* on effectiveness
- *Update* NEMs and *revise* NCP as appropriate

NEM Development

- ✓ Develop noise contours for existing (2025) and 5-year forecast (2030) conditions
- ✓ Collect land use data and policies
- ✓ Assess noise compatibility for aircraft exposure of CNEL 65 dB and greater
- ✓ Prepare documentation in accordance with 14 CFR Part 150

FAA-Accepted 2017 Noise Exposure Map for BUR

NEM Update Goals



Identify incompatible land uses potentially eligible for noise mitigation

Review implementation of the Noise Compatibility Program

Share pertinent data and information with the public

Note: *FAA requires that Noise Exposure Maps reflect existing and/or forecast conditions at all times – thus the need to update them on a regular basis.*

Public Participation Process (NEM)

Provide public with an opportunity for review of the Draft NEM Update and associated documentation

Request comments from public on Draft NEM Update

Hold a public workshop:

- Provide overview of Draft NEM Update
- One-on-one time with NEM Update project team
- Information sharing
- Education

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 Hearing (Draft NCP document)
Winter 2026/27	Submit NCP for FAA Review

Please hold dates underlined above for upcoming CAC meetings.

Project Contacts

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

Hollywood Burbank Airport
Part 150 STUDY

Discussion

March 20, 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, March 27, 2025 from 4:00 p.m. to 6:00 p.m. in the Airport Skyroom of Hollywood Burbank Airport, 2627 N. Hollywood Way, Burbank, California 91505.

Terri Williams

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
Airport Skyroom
Thursday, March 27, 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, March 27, 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 – January 30, 2025

4. Introductions
   - 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. Roles and Responsibilities
   - Brief overview of the roles and responsibilities of stakeholders and the Committee.

7. Update on March 17th BGPAA Commission Meeting
   - Information regarding CAC membership agenda item

8. Committee Chair Selection Process

9. Part 150 Overview
   - Summary of the Part 150 regulation and technical elements.

10. Aviation Forecast
    - Overview of the aviation forecast for the Part 150 study.

11. Land Use
    - Summary of land use data collection and review of the land use map for the Part 150 study.

12. Noise Model Input Overview
    - Overview of the noise modeling process and results for the Part 150 study.

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.

MINUTES OF THE CITIZEN'S ADVISORY COMMITTEE MEETING
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

THURSDAY, JANUARY 30, 2025

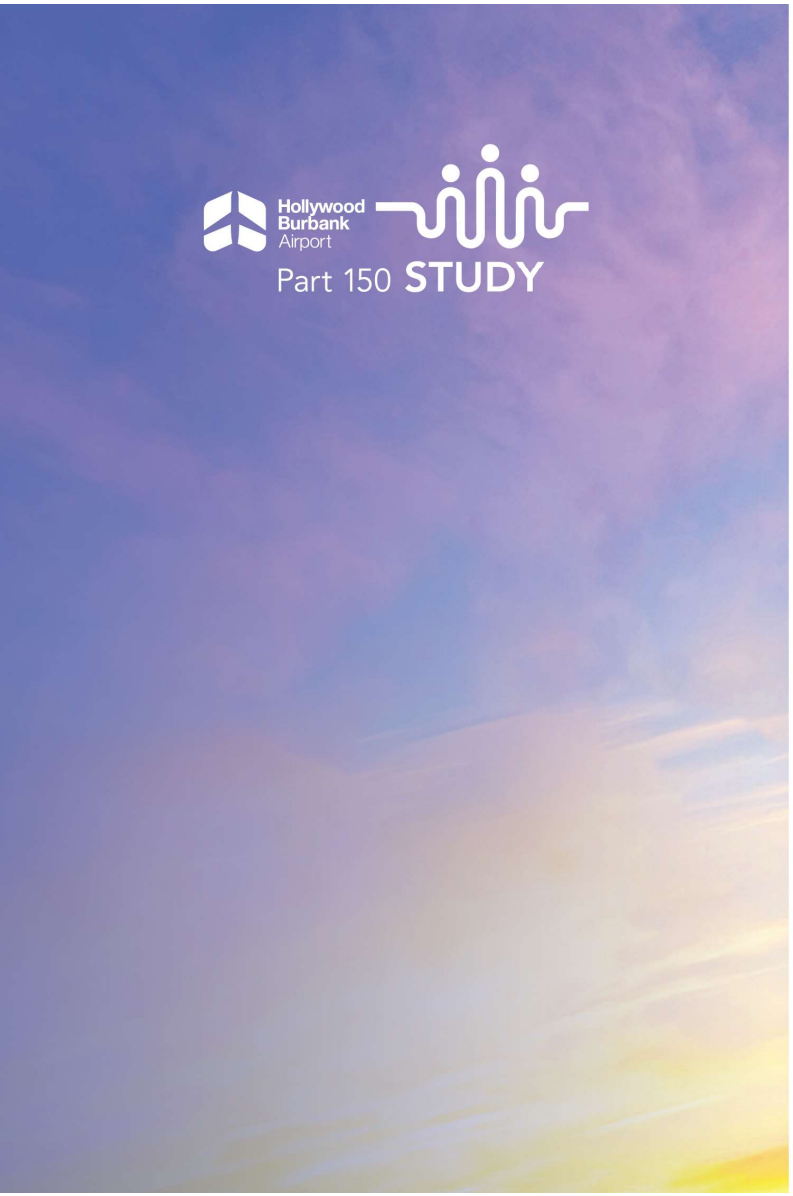
The Airport Authority held the first Part 150 Study Citizen's Advisory Committee meeting that was called to order on this date at the Burbank Elks Lodge at 4:02 PM by Eugene Reindel, Vice President with HMMH. A roll call was announced, and with a total of eight members of the committee present, a quorum was declared.

1. Roll Call **Present:**	Raymond Scholl, Laura Ioanou, Martin Perlmutter, Aurora Abracia, Adrian Fieda, Carl Povilaitis, Rey Rodriguez, Phlunte Riddle
Absent:	Dino Barajas
Also Present:	Authority staff: Patrick Lammerding, Aaron Galinis, Maggie Martinez; HMMH: Eugene Reindel, Timothy Middleton, Mariano Sarrate, Corbett Smith; Mead&Hunt: Ryk Dunkelberg; Arellano Associates: Stacey Falcioni and Eric Davidian
2. Introductions	Eugene Reindel, HMMH, introduced the study team and CAC members and reviewed the meeting agenda.
3. Public Comment	Thirteen members of the public provided public comments, including: Federico F., Lori Rittenberg, Heidi Mackay, Janine Love, John Van Tongern, Susan Hammer, Linda Clarke, Eric Robinson, Jane Goe, Benj Thall, Amy Higgins, Doug Mensman; Luke Klipp, Office of Laura Friedman.
4. Roles and 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 and mitigation measures. 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.
5. Airport Overview	Eugene Reindel, Vice President with HMMH provided am overview of the Airport Authority and noted that the Airport has undergone multiple FAA-approved Noise Compatibility Program (NCP) measures and Noise Exposure Map (NEM) updates to address aircraft noise.
6. Aircraft Noise Terminology	Eugene Reindel, HMMH, reviewed Aircraft Noise Terminology. The FAA Part 150 study requires DNL, but California mandates CNEL to assess land use compatibility in 5-dB contour bands starting at 65 dB CNEL. He noted that the measurements help regulate noise impacts and inform mitigation strategies under FAA's Noise Compatibility Planning process.

7. Noise Compatibility Program	Eugene Reindel, HMMH, described the Airport Noise Compatibility Program (NCP). Under FAA Part 150, the NCP mitigates aircraft noise through Noise Exposure Maps (NEMs) and strategic Noise Compatibility Programs (NCPs). 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.
8. Schedule and Meeting Topics	Eugene Reindel, HMMH, stated the second Citizens Advisory Committee (CAC) meeting is anticipated to be held on March 27, 2025. The focus of the meeting will be to review collected data, committee feedback, and updated noise modeling inputs. He also presented that the Part 150 Study will span from 2024 to winter 2026/27, with data collection, public meetings, and workshops leading to NEM submission in summer 2025, followed by the NCP phase and final FAA submission by Winter 2026/27.
9. Project Contacts	Eugene Reindel, HMMH mentioned the project contacts for the Part 150 Study include a dedicated project website for updates and resources, an email contact BURPart150Study@arellanoassociates.com for inquiries, and Timothy Middleton, C.M., as the Project Manager for direct communication.
10. Discussions	Following the presentation, Stacey Falcioni, Project Manager, Arellano Associates administered a discussion with committee members. Committee members engaged in a discussion, raising a total of 20 questions and comments.

Noise Compatibility Study
Citizen's Advisory Committee
Meeting #2

March 27, 2025



Agenda

1. Roll Call
2. Introductions
3. Public Comment
4. Roles and Responsibilities
5. Results of March 17th BGPAA Airport Commission Meeting
6. Part 150 Overview
7. Aviation Forecast
8. Land Use
9. Noise Model Input Overview
10. Next Steps, Schedule, and Project Contacts
11. Discussion

INTRODUCTIONS

Study Team

AIRPORT

Aaron Galinis
Project Manager

Patrick Lammerding
Deputy Executive Director
Planning & Development

Maggie Martinez
Director, Noise &
Environmental Affairs

PROJECT TEAM

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

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

ROLES AND RESPONSIBILITIES

Citizen's Advisory Committee (CAC)

- ***Advisory*** to BUR solely for purposes of the BUR Part 150 Study
- ***Conveys*** a broad range of community perspectives to the Study
- ***Represents*** respective constituencies
- ***Recognizes*** *that the FAA is responsible for accepting the NEM/NCP and for approving Airport-recommended NCP measures*

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

Results of March 17th BGPAA Airport Commission Meeting

CAC Membership Commission Agenda Item Discussion

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:

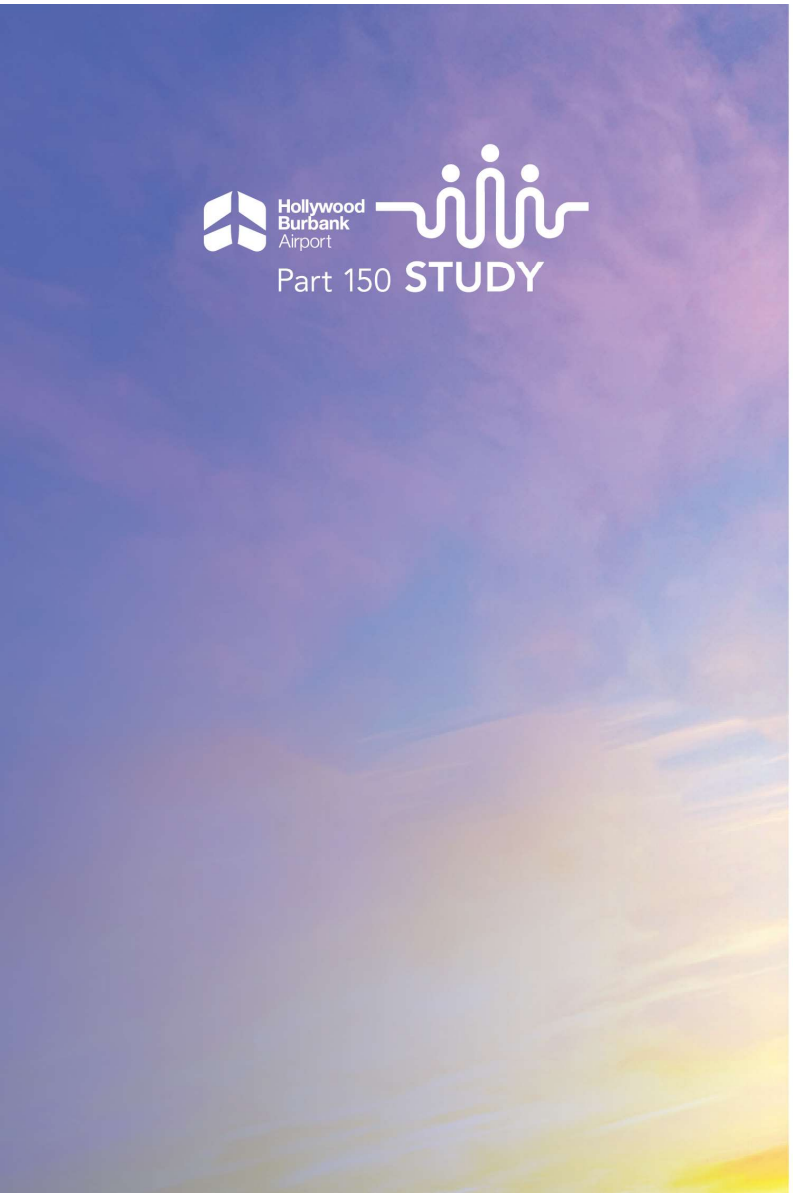
1. **Noise Exposure Map (NEM)**
   FAA Accepts the document as being completed per 14 CFR Part 150
2. **Noise Compatibility Program (NCP)**
   FAA Accepts the document as being completed per 14 CFR Part 150
   FAA approves/disapproved each Airport-recommended measure in a Record of Approval (ROA)

Part 150 Overview
Noise Exposure Map (NEM)

The NEM document describes:

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

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



Aviation Forecast

FAA Terminal Area Forecast (TAF)

Terminal Area Forecast (TAF)

- Official FAA forecast of aviation activity for U.S. airports
- Prepared for major users of the National Airspace System including
  - Air carrier
  - Air taxi/commuter
  - General aviation
  - Military
- Meets the budget and planning needs of the FAA
- Provides information for use by state and local authorities, the aviation industry, and the public

BUR Part 150

- The 2024 FAA TAF (published Feb 2025) is being used as the basis for the forecast aircraft operations at BUR.
  - Confirmed through independent forecasts

https://www.faa.gov/data_research/aviation/taf

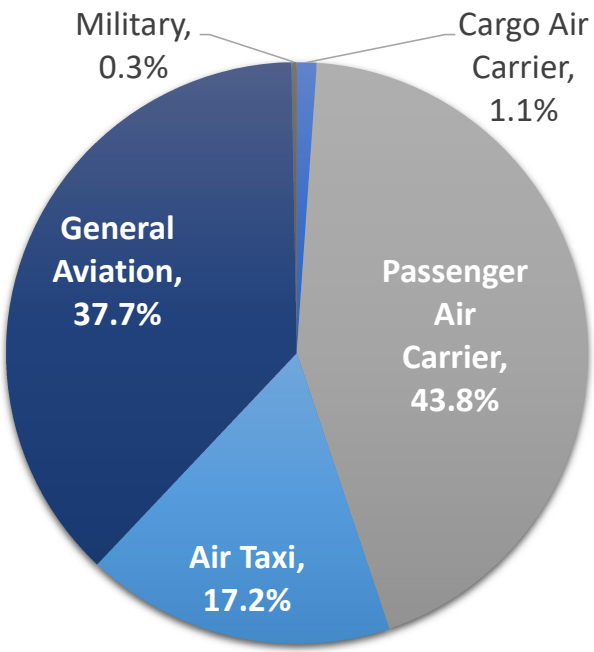
Comparison of Forecasts

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

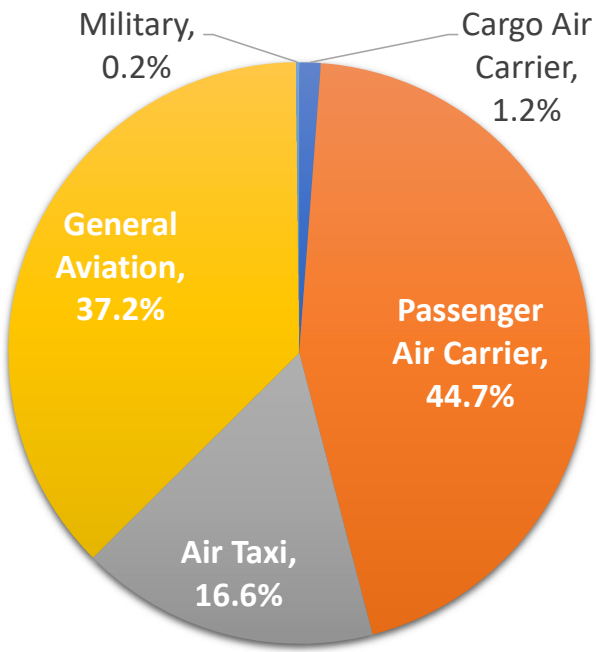
Source: Mead & Hunt analysis, FAA 2024 TAF, and FAA OPSNET

Aircraft Summary by Category

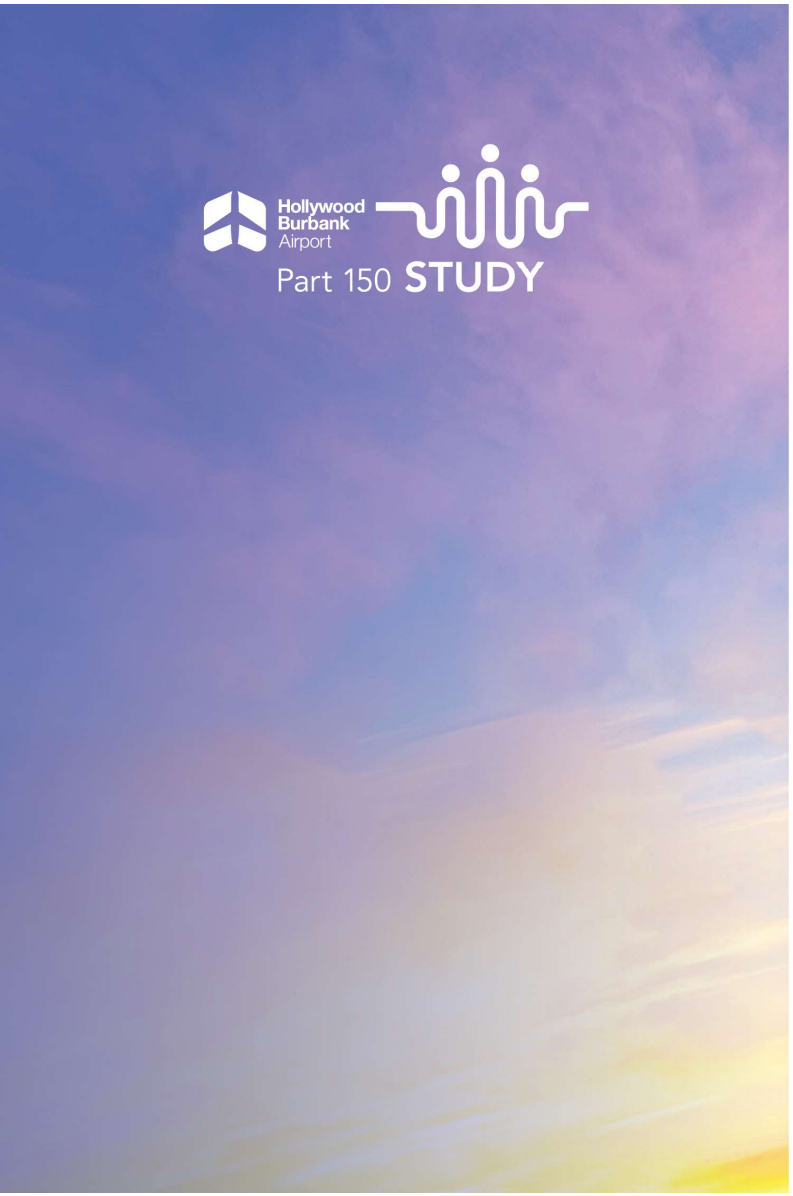
2025 Operations



2030 Operations



- Most operations based on 2023 flight track and aircraft identification data from BUR Airport Noise & Operations Monitoring System (ANOMS™)
- Military operations based on 2023 FAA Traffic Flow Management System Counts (TFMSC) data

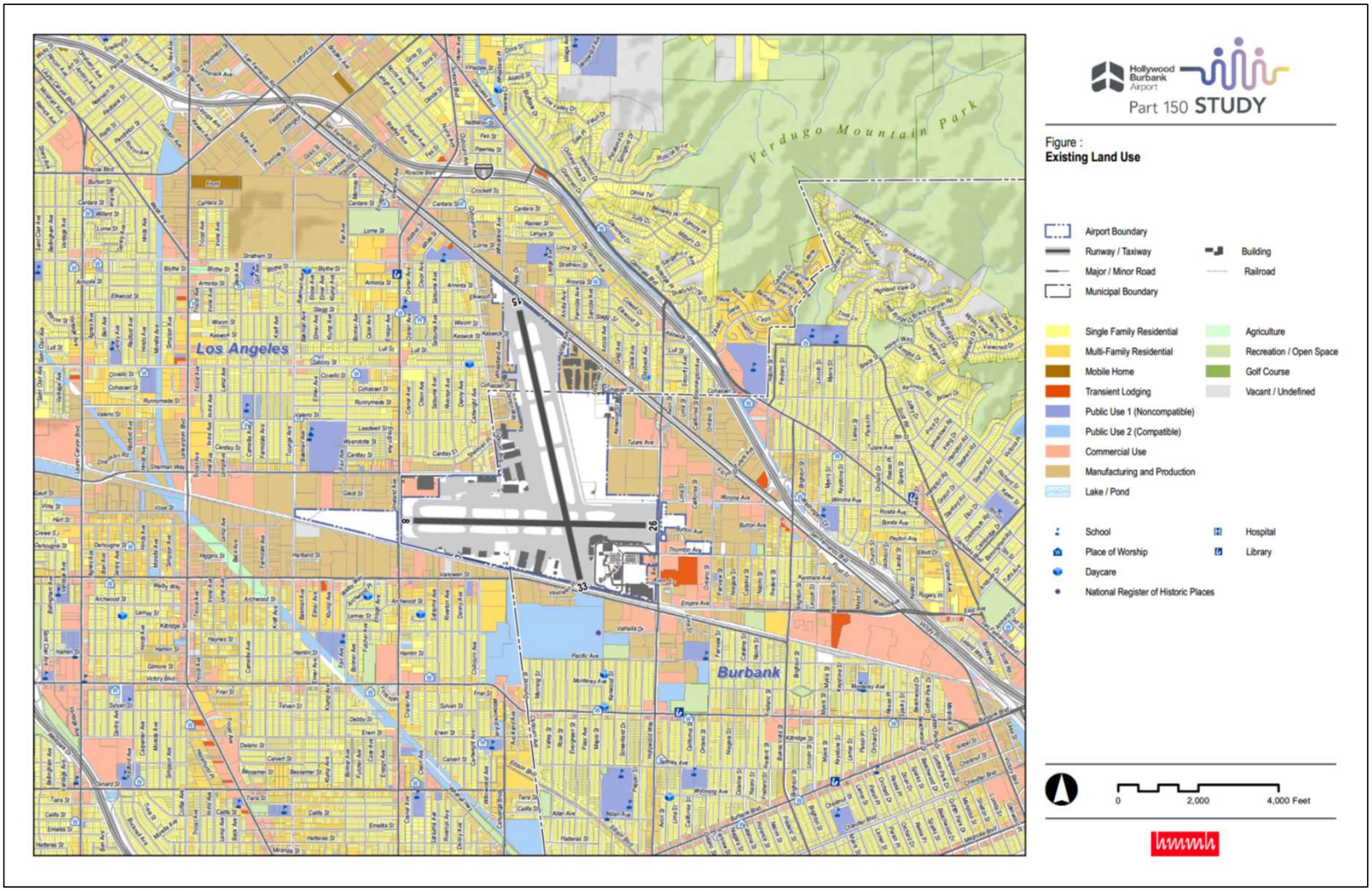


Land Use

Land Use Data Collection & Review

Primary data collection steps include:

- Assemble and review land use, zoning, and population data
- Identify noise-sensitive sites, e.g., schools and places of worship
- Identify any local land use policies that address airport operations
- Create draft land use maps
- Verify land uses through windshield survey (in area of expected 65 dB CNEL contour)
- Local jurisdictions to review maps and advise of necessary corrections
- Assess any deficiencies of land use data and corrective approaches


Hollywood Burbank Airport
Part 150 STUDY
Figure :
Existing Land Use
Verdugo Mountain Park
Los Angeles
Burbank
15
8
26
33
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
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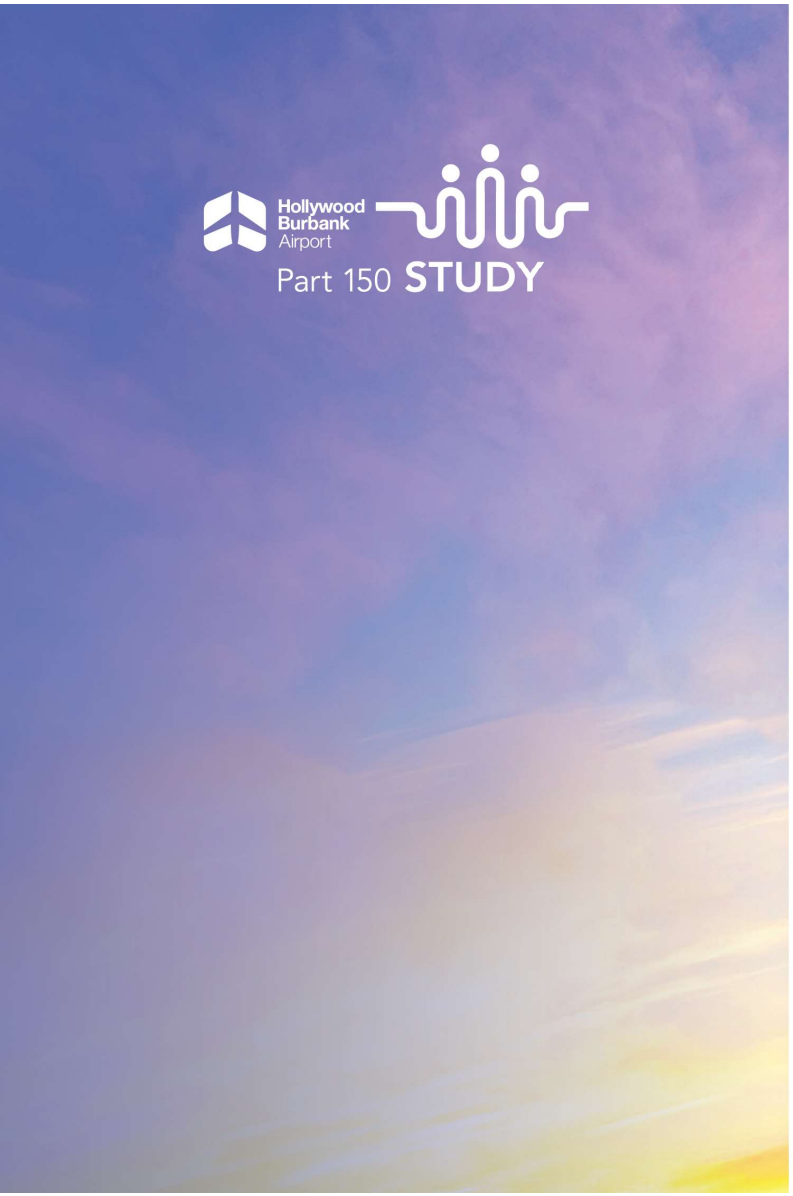
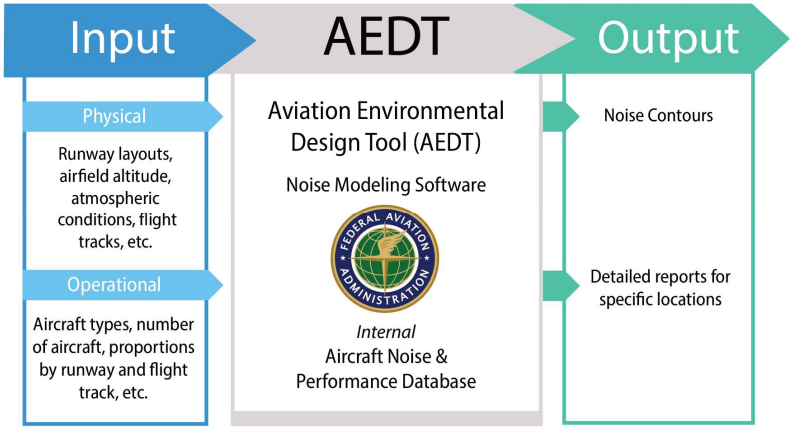


Noise Model Input Overview

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

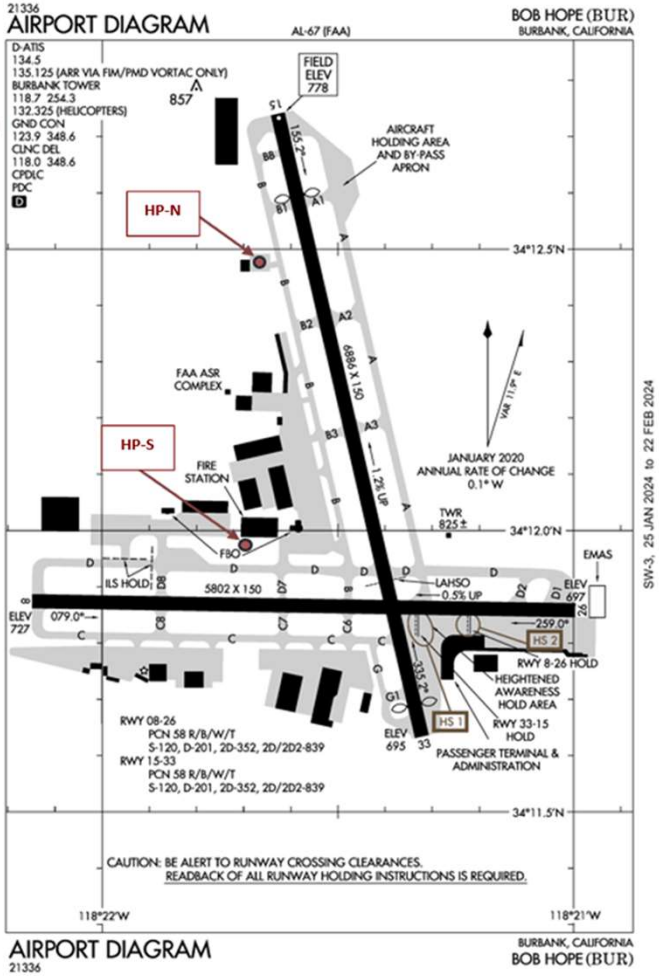
AIRFIELD LAYOUT

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

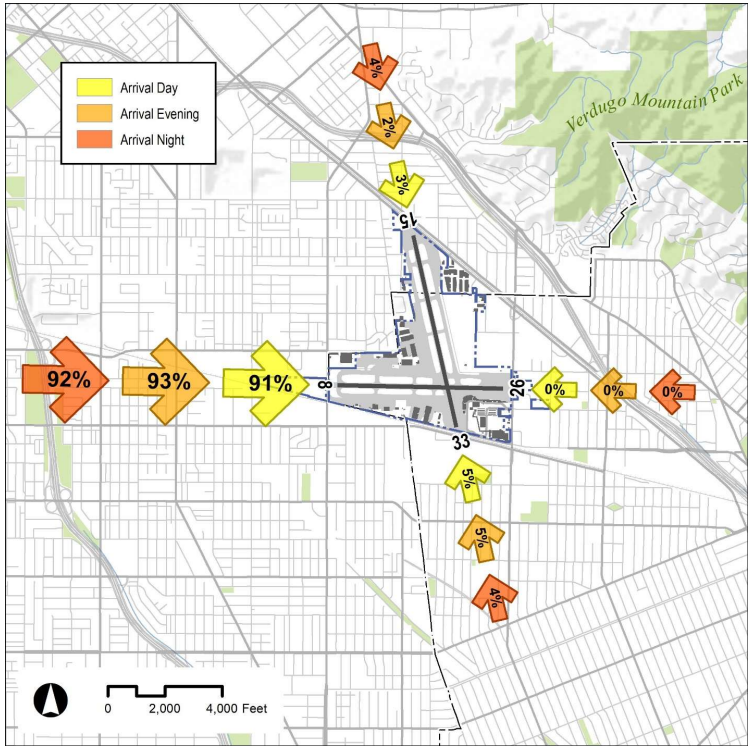
Annual Average Day Operations	Existing Year 2025 Forecast Year 2030	
Aircraft Type	Jet Turboprop Helicopter Piston	*Matched to specific AEDT Aircraft Types*
Day-Evening-Night Split	Day: 7 AM – 7 PM Evening: 7 PM – 10 PM Night: 10 PM – 7 AM	
Runway Use, Flight Tracks, Track Use	*Represents where the flight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

AIRCRAFT OPERATIONS

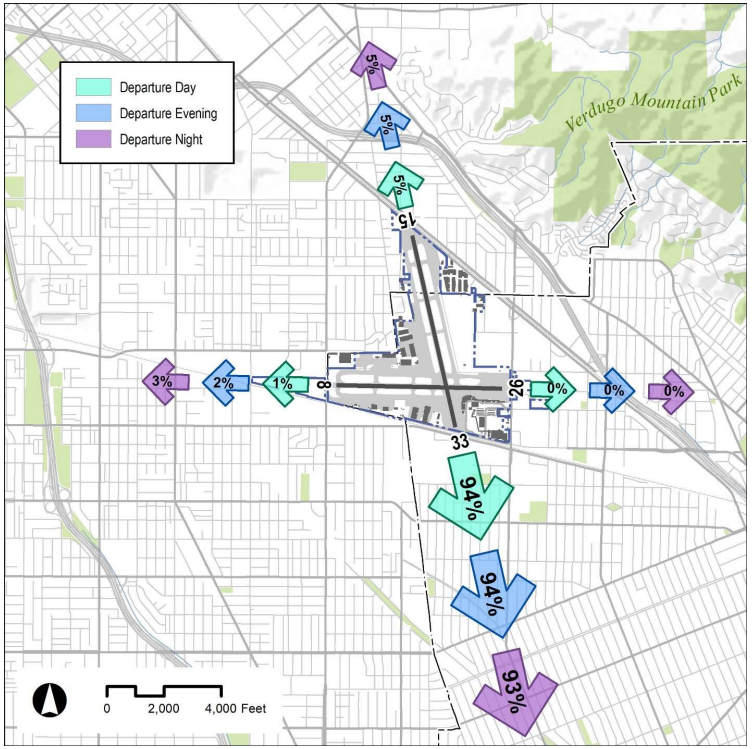
Year	Commercial	General Aviation	Military	Total
2025	92,866	52,494	400	145,967
2030	105,458	53,767	400	159,626

Note 1: Forecast Pending FAA Approval.
Note 2: Operations sums may appear to be off due to rounding.
Source: M&H Forecast, FAA 2023 TAF

Runway Use

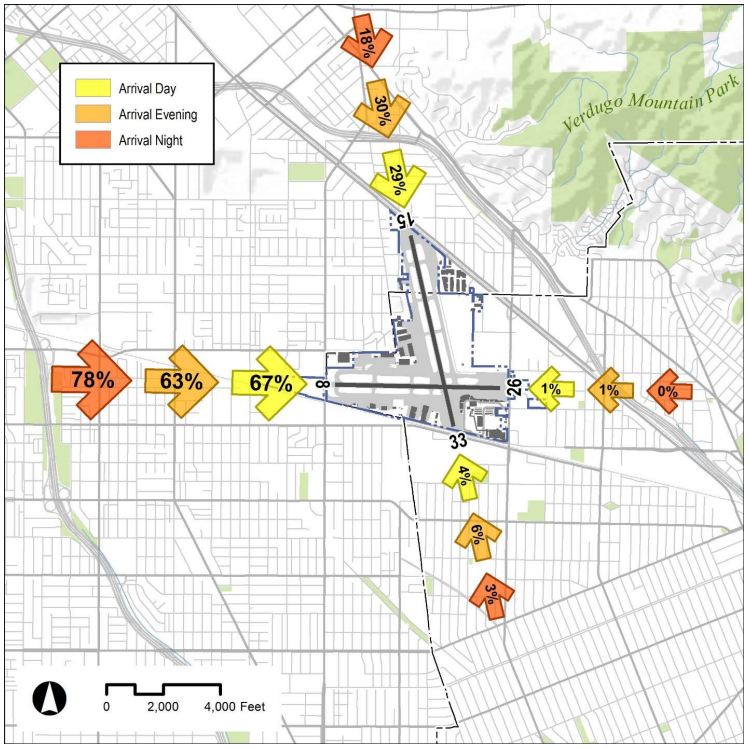


Jet Arrival Runway Use Percentages

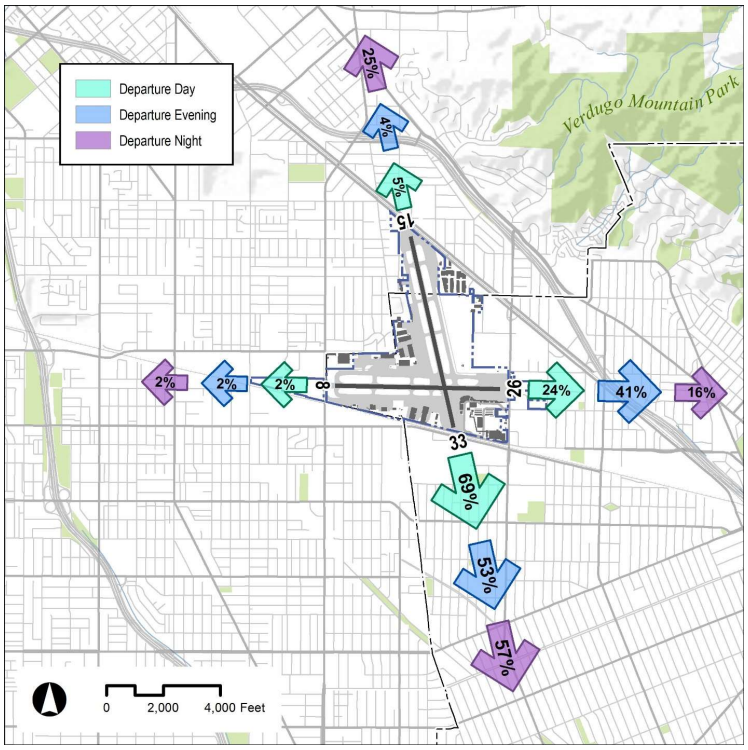


Jet Departure Runway Use Percentages

Runway Use



Non-Jet Arrival Runway Use Percentages



Non-Jet Departure Runway Use Percentages

Aircraft Flight Tracks

- Model flight tracks have been developed for arrivals and departures based on analysis of radar data
- Model "Backbone" tracks are developed for major origin/destination directions; backbones have subtracks, to increase fidelity of modeling

Model Track Development Process

- Actual flight tracks are grouped into bundles (by aircraft type, runway, operation type, and destination)
- Track groups are represented by a "backbone" track and sub-tracks on either side to represent the dispersion of the bundle
- Representative tracks are developed to the extent of the study area
- Separate track use percentages are developed for each track bundle and type of operation

Aircraft Flight Tracks

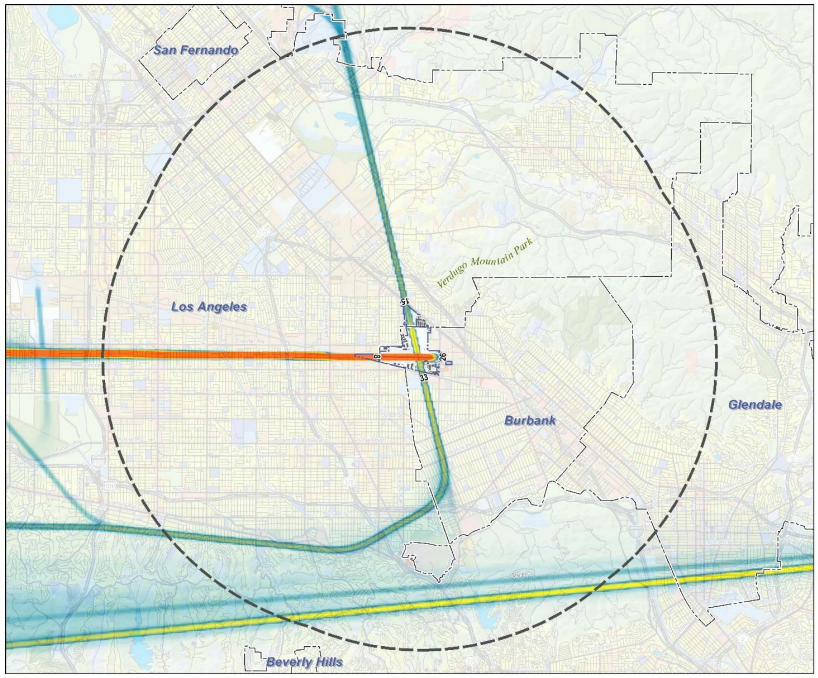
- Process is the same for arrivals and departures for each runway, aircraft type, direction, and track group
- Prepared 385 tracks: 103 backbone and 282 sub-tracks

Subsequent slides

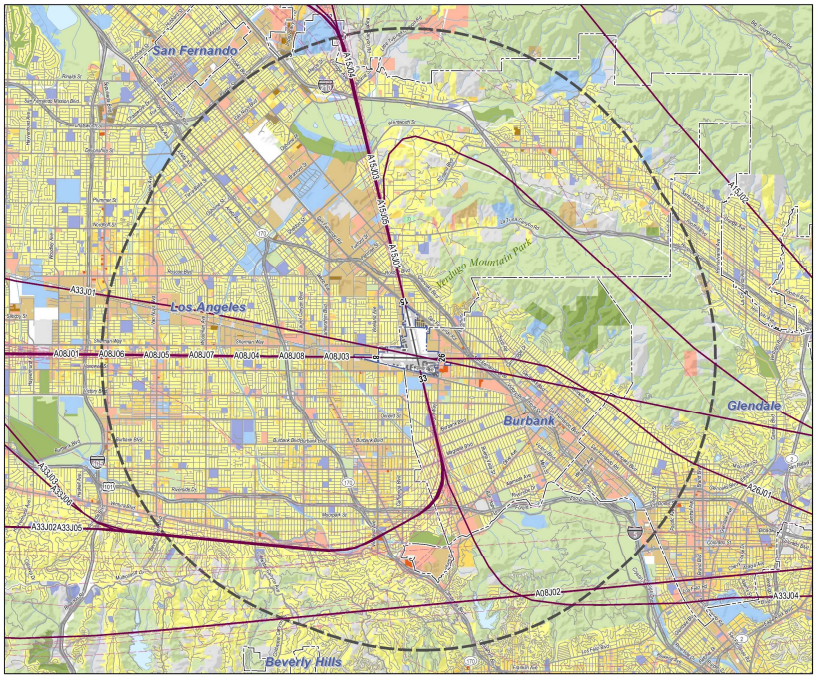
- Illustrate the results of HMMH development of model tracks
- Present overall arrival and departure flight track figures for each aircraft group

Runway	Arrival Tracks		Departure Tracks	
	Backbone	Sub-Track	Backbone	Sub-Track
15	8	20	16	68
33	10	22	11	28
8	17	60	6	14
26	3	0	6	18
HS	6	13	7	13
HN	6	11	7	15
Total	50	126	53	156

Flight Tracks – Jet Arrivals

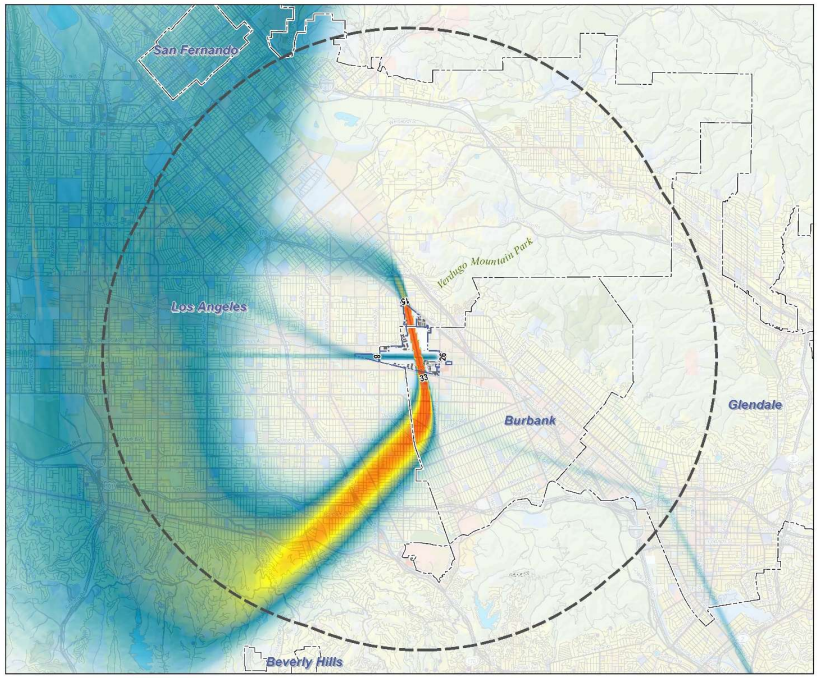


2023 Flight Track Density

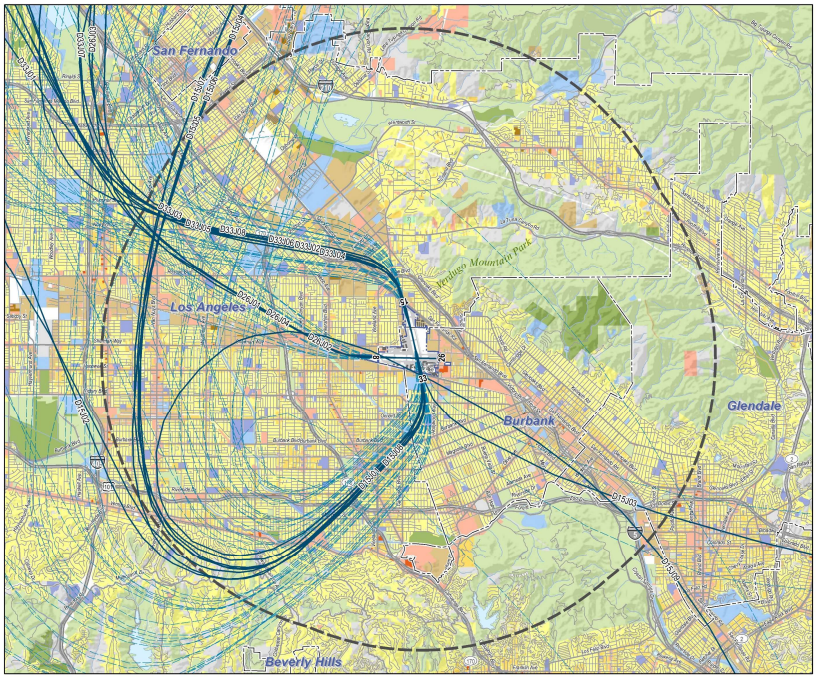


Model Flight Tracks

Flight Tracks – Jet Departures

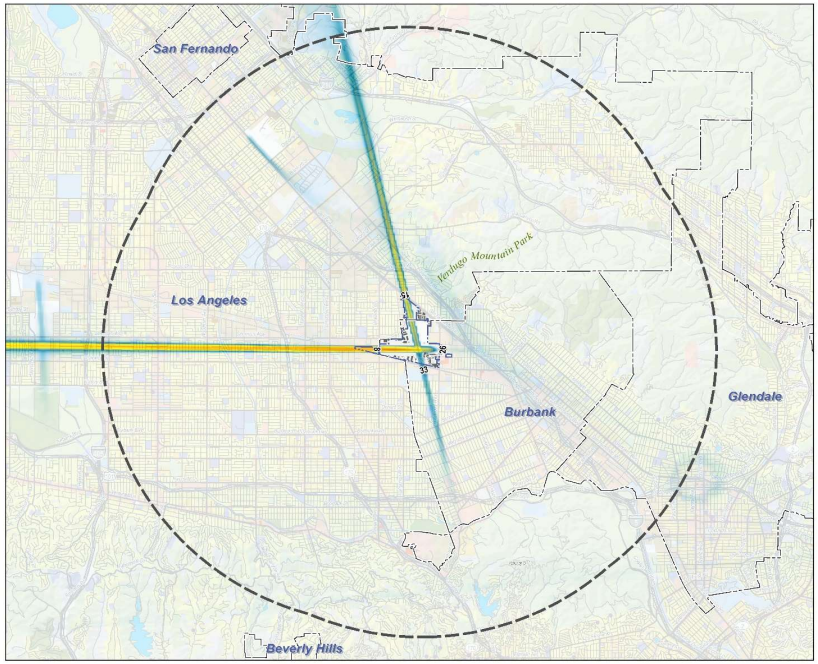


2023 Flight Track Density

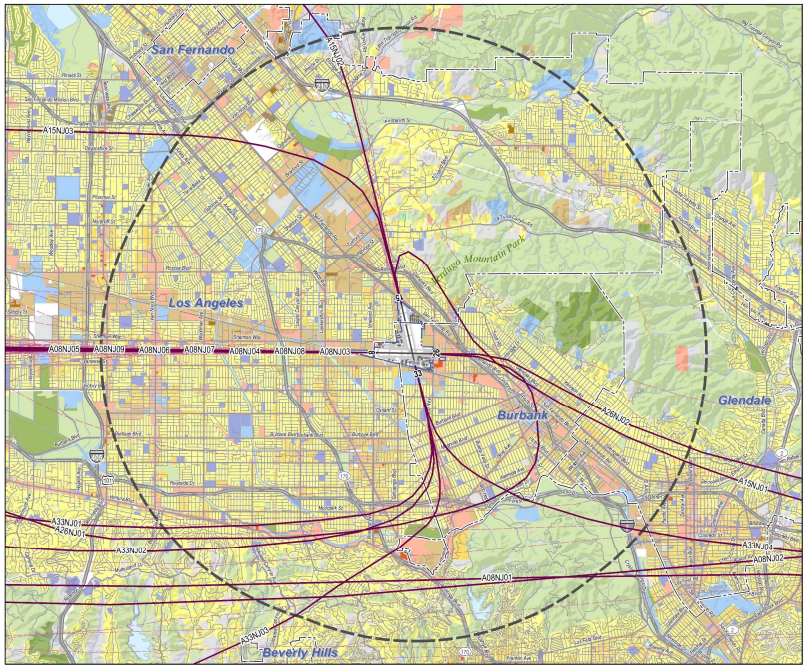


Model Flight Tracks

Flight Tracks – Non-Jet Arrivals

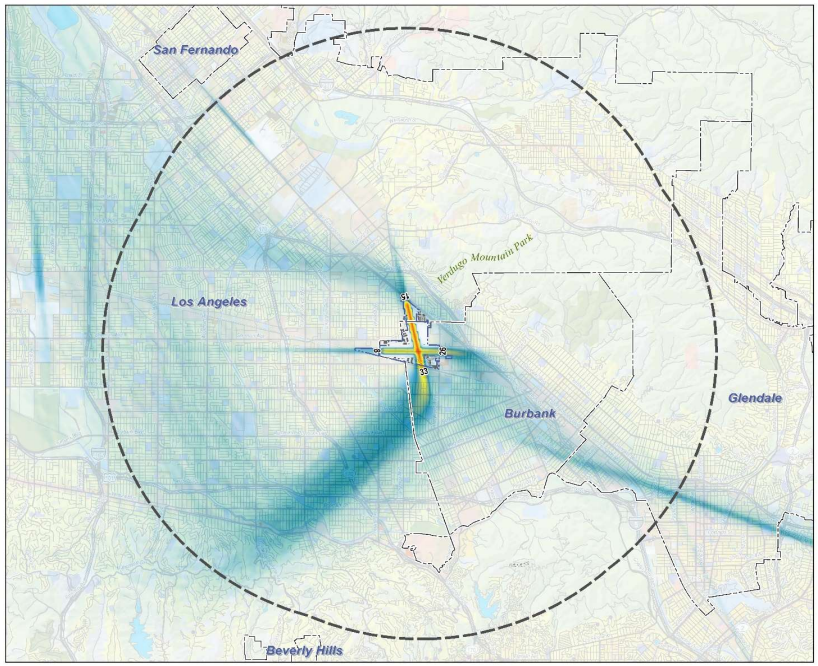


2023 Flight Track Density

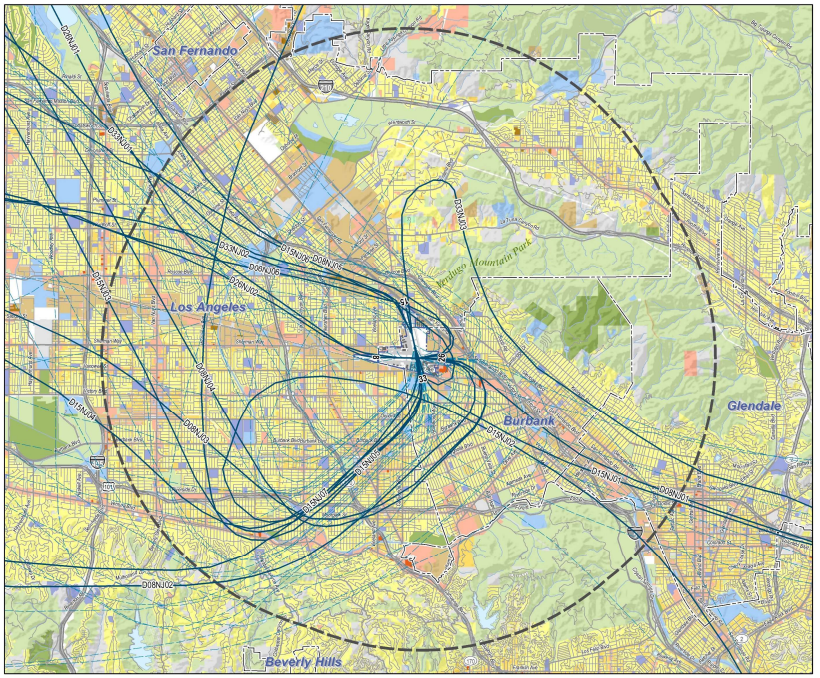


Model Flight Tracks

Flight Tracks – Non-Jet Departures

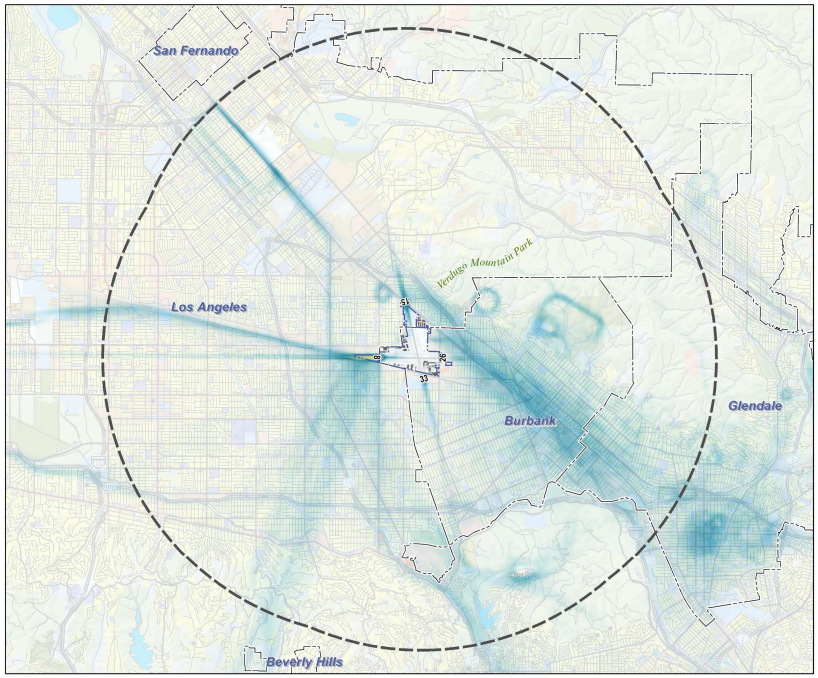


2023 Flight Track Density

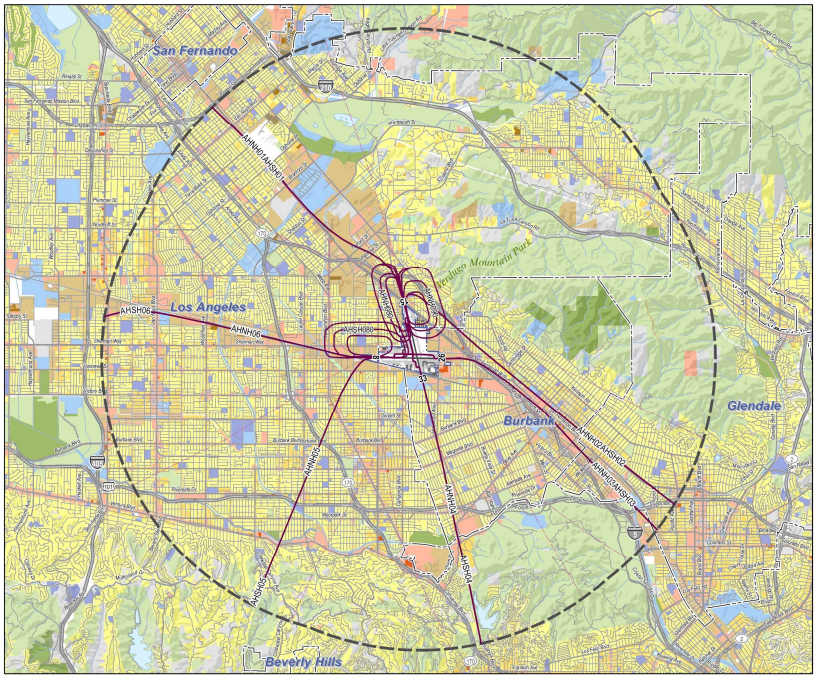


Model Flight Tracks

Flight Tracks – Helicopter Arrivals

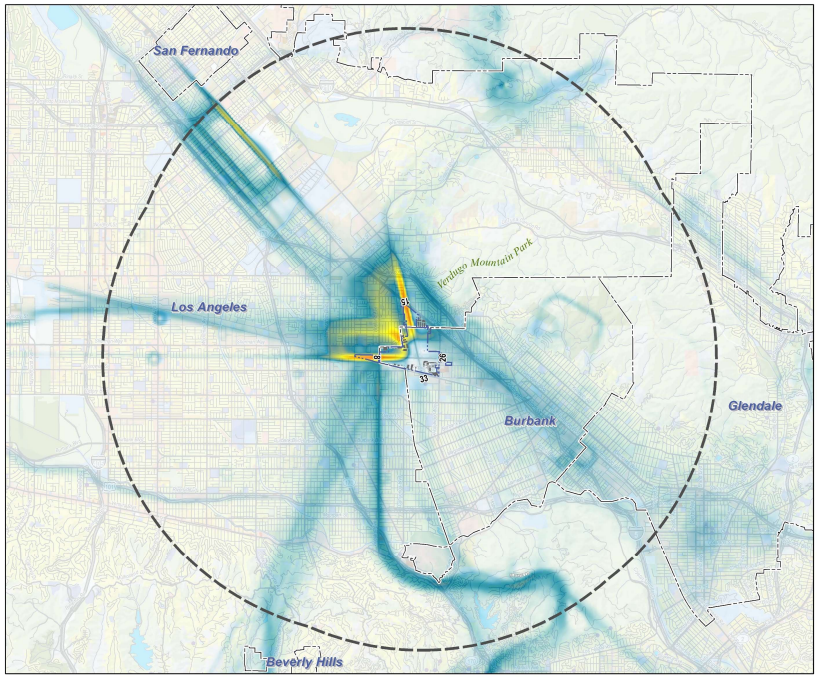


2023 Flight Track Density

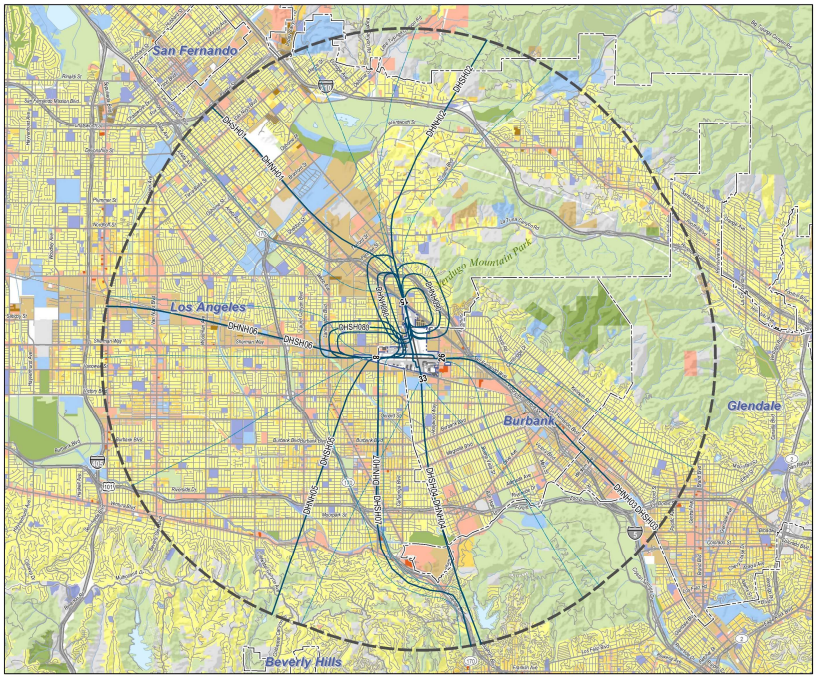


Model Flight Tracks

Flight Tracks – Helicopter Departures



2023 Flight Track Density



Model Flight Tracks

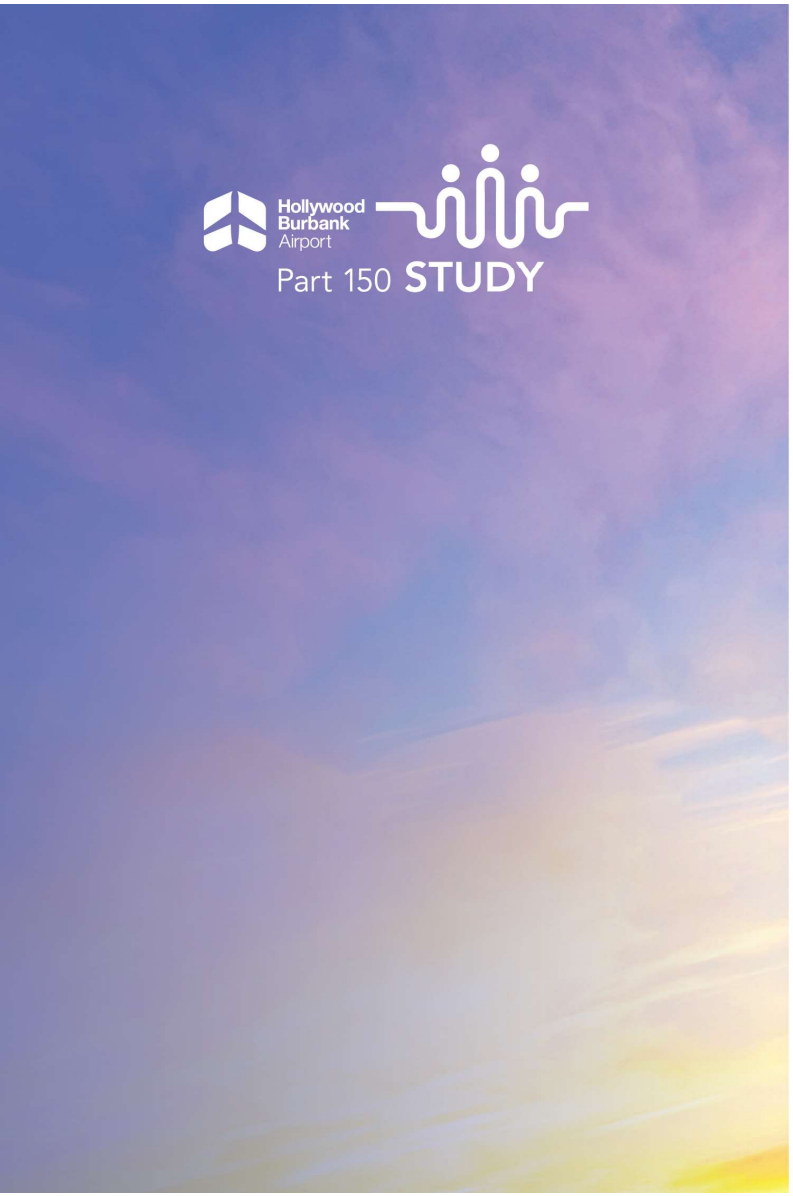
Next Steps

- Generate noise contours with AEDT
- Assess land use compatibility
- Develop draft Noise Exposure Maps and report
- Present draft NEM to the public
- Submit the NEM to the FAA for review and acceptance
- Evaluate:
  - Potential **noise abatement measures** to reduce the number of people exposed to 65 dB CNEL and higher aircraft noise levels
  - Potential **land use measures** to mitigate uses not compatible with aircraft noise and prohibit introduction of future non-compatible land uses
  - Potential pr**ogrammatic measures** to implement, monitor and report on the Authority-recommended noise abatement and land use measures
- Update the Noise Compatibility Program

Tentative Schedule

January 2024	Project Kick Off
February 2024	Data Collection and Study Protocol Development
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.



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

Hollywood Burbank Airport
Part 150 STUDY

Discussion

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 17th 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 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.

Noise Compatibility Study
Citizen's Advisory Committee
Meeting #3

May 22, 2025

INTRODUCTIONS

Study Team

AIRPORT

Aaron Galinis
Project Manager

Patrick Lammerding
Deputy Executive Director
Operations, Security, & SMS

Maggie Martinez
Director, Noise & Environmental Affairs

PROJECT TEAM

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

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)

- ***Advisory*** to BUR solely for purposes of the BUR Part 150 Study
- ***Conveys*** a broad range of community perspectives to the Study
- ***Represents*** respective constituencies
- ***Recognizes*** *that the FAA is responsible for accepting the NEM/NCP and for approving Airport-recommended NCP measures*

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

AIRPORT NOISE COMPATIBILITY

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)

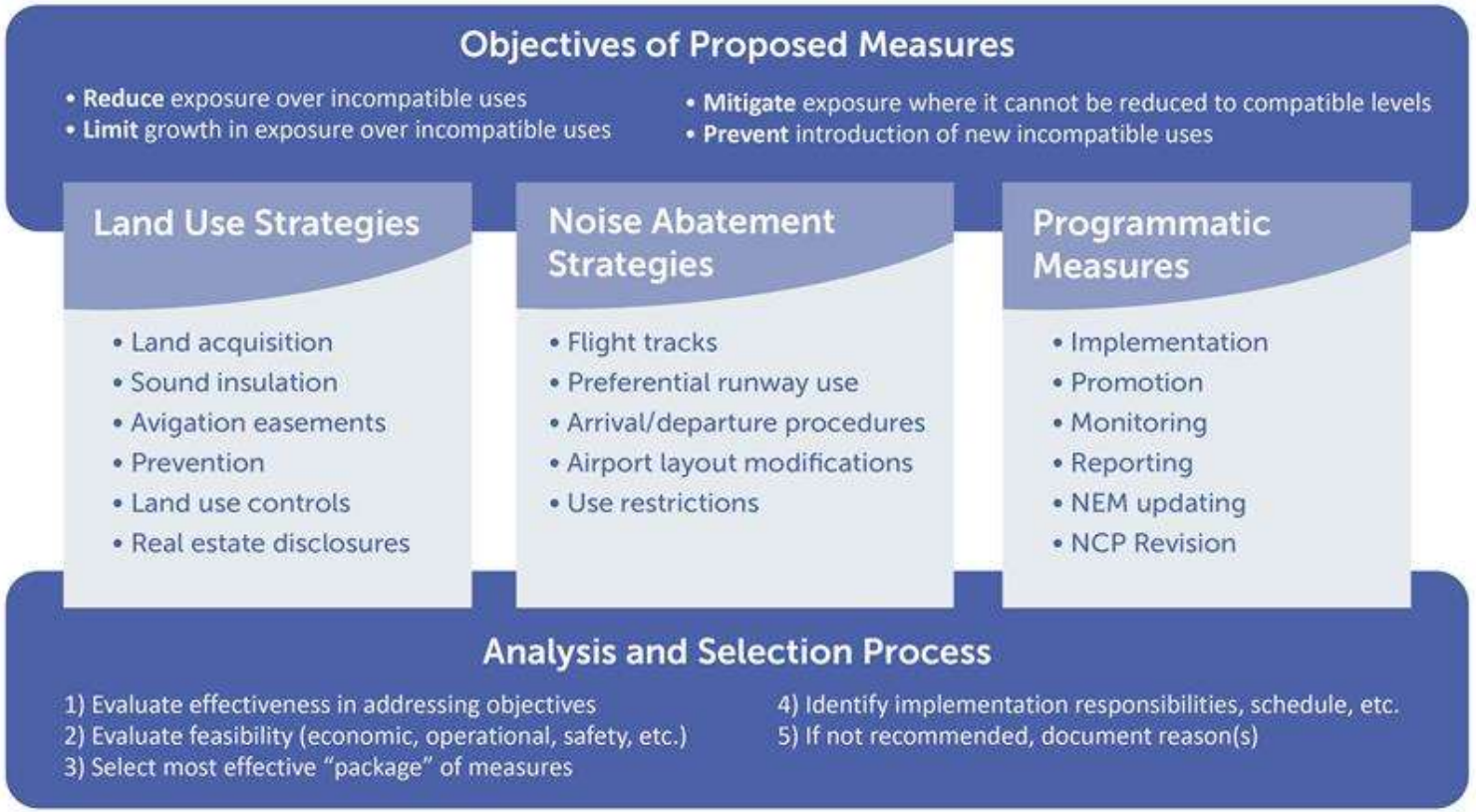
Noise Exposure Map (NEM) Overview

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

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

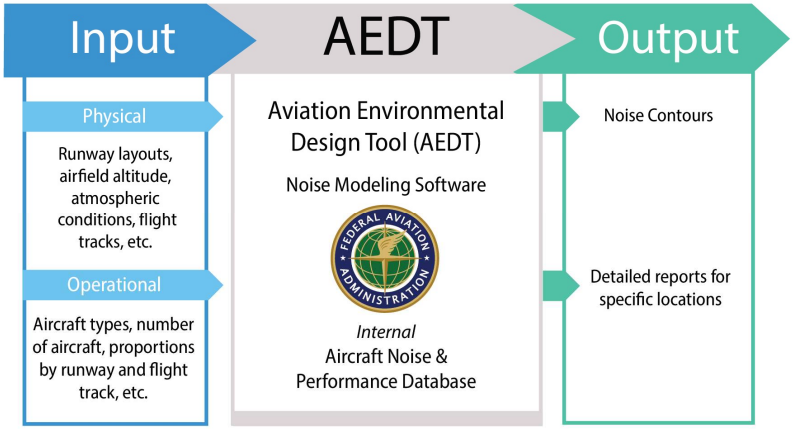
Number	Measure	Status
LU-1	Provision For Retention or An Easement Preventing Noise Sensitive Land Uses of Property Located in The Northeast Quadrant of The Airport Within the 2017 65 CNEL Noise Exposure Contour	Implemented

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

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

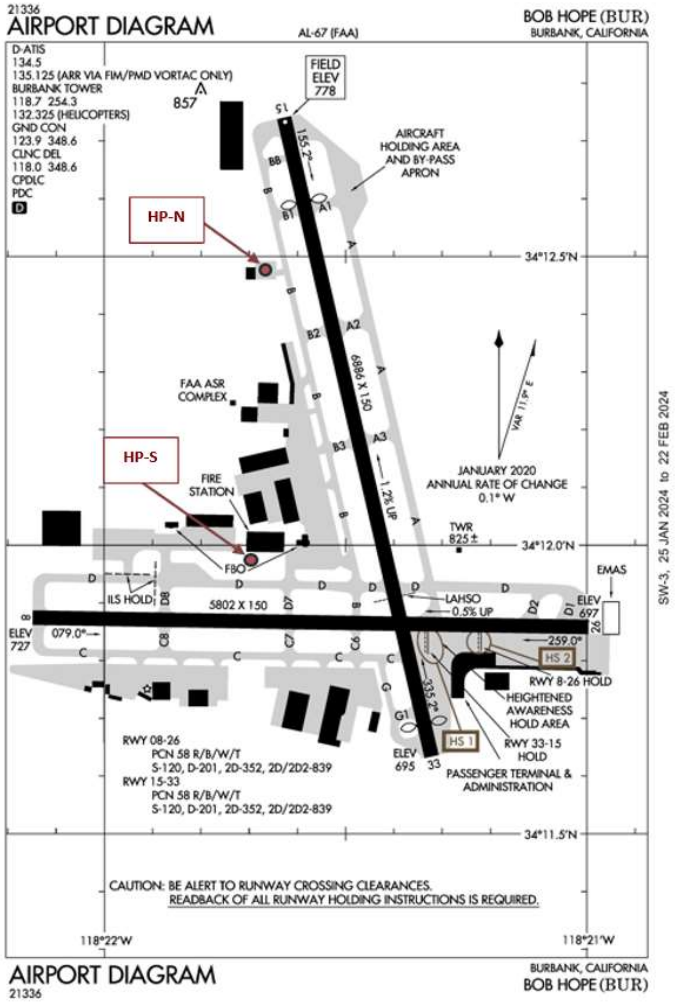
AIRFIELD LAYOUT

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

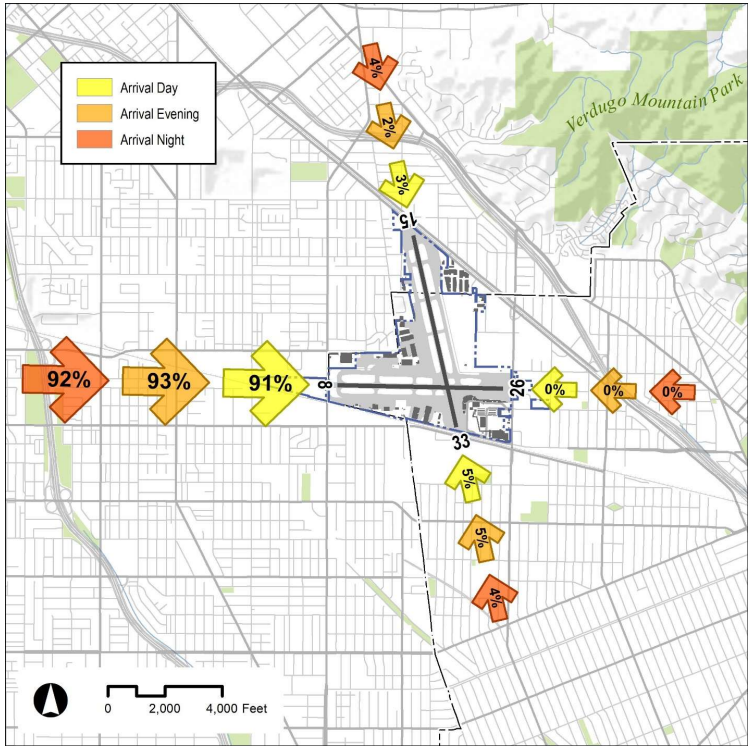
Annual Average Day Operations	Existing Year 2025 Forecast Year 2030	
Aircraft Type	Jet Turboprop Helicopter Piston	*Matched to specific AEDT Aircraft Types*
Day-Evening-Night Split	Day: 7 AM – 7 PM Evening: 7 PM – 10 PM Night: 10 PM – 7 AM	
Runway Use, Flight Tracks, Track Use	*Represents where the flight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

AIRCRAFT OPERATIONS

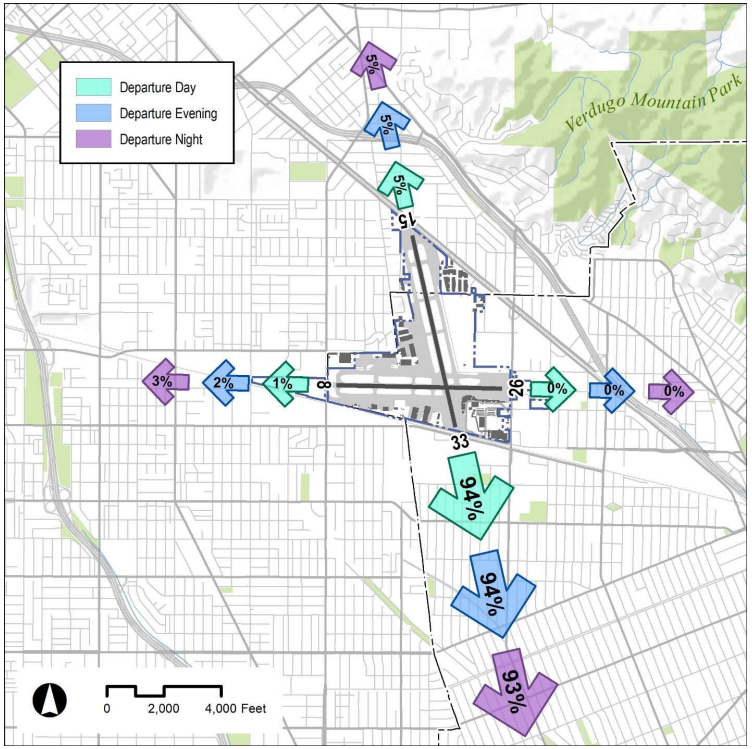
Year	Commercial	General Aviation	Military	Total
2025	97,700	61,560	411	159,671
2030	113,741	64,363	411	178,515

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

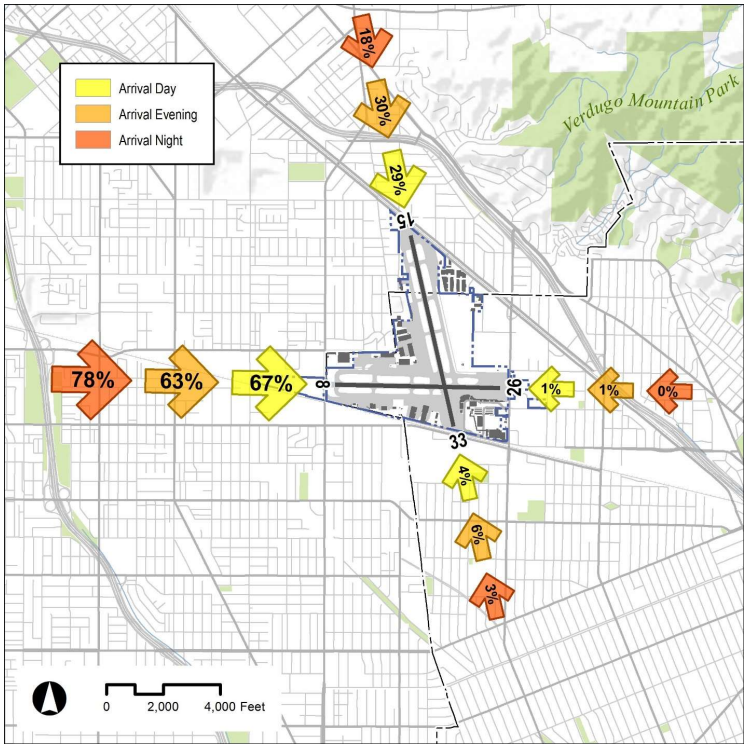


Jet Arrival Runway Use Percentages

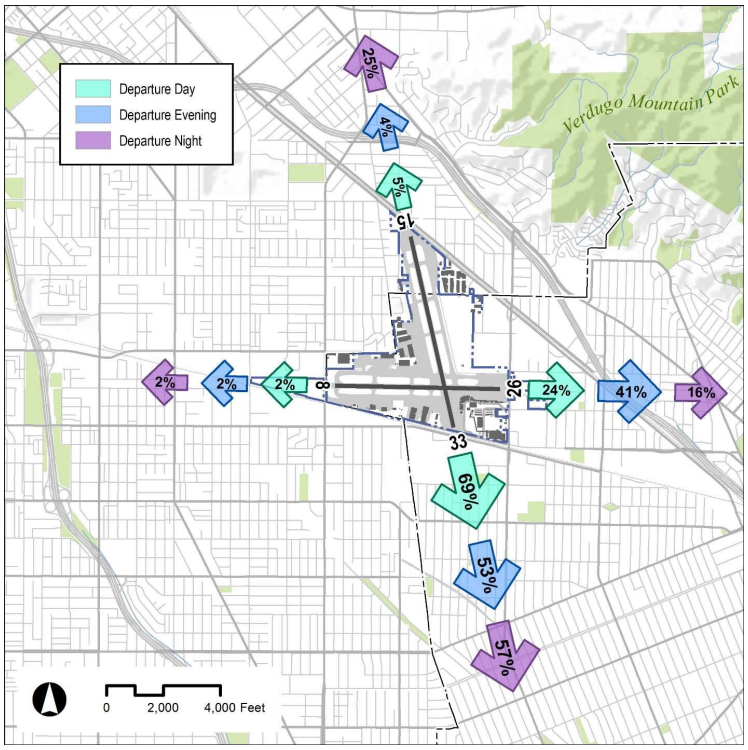


Jet Departure Runway Use Percentages

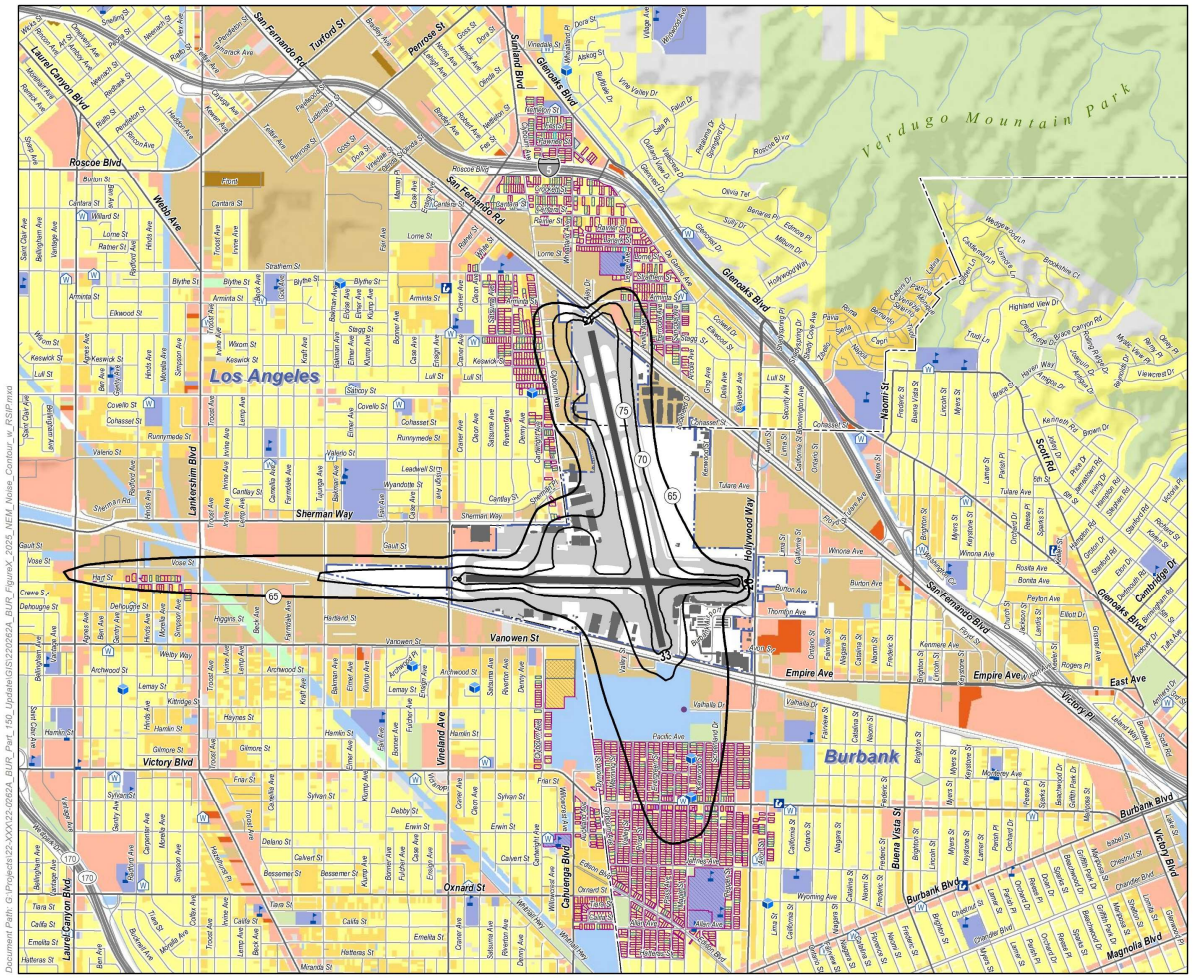
Runway Use



Non-Jet Arrival Runway Use Percentages



Non-Jet Departure Runway Use Percentages



Hollywood Burbank Airport
Part 150 STUDY

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)

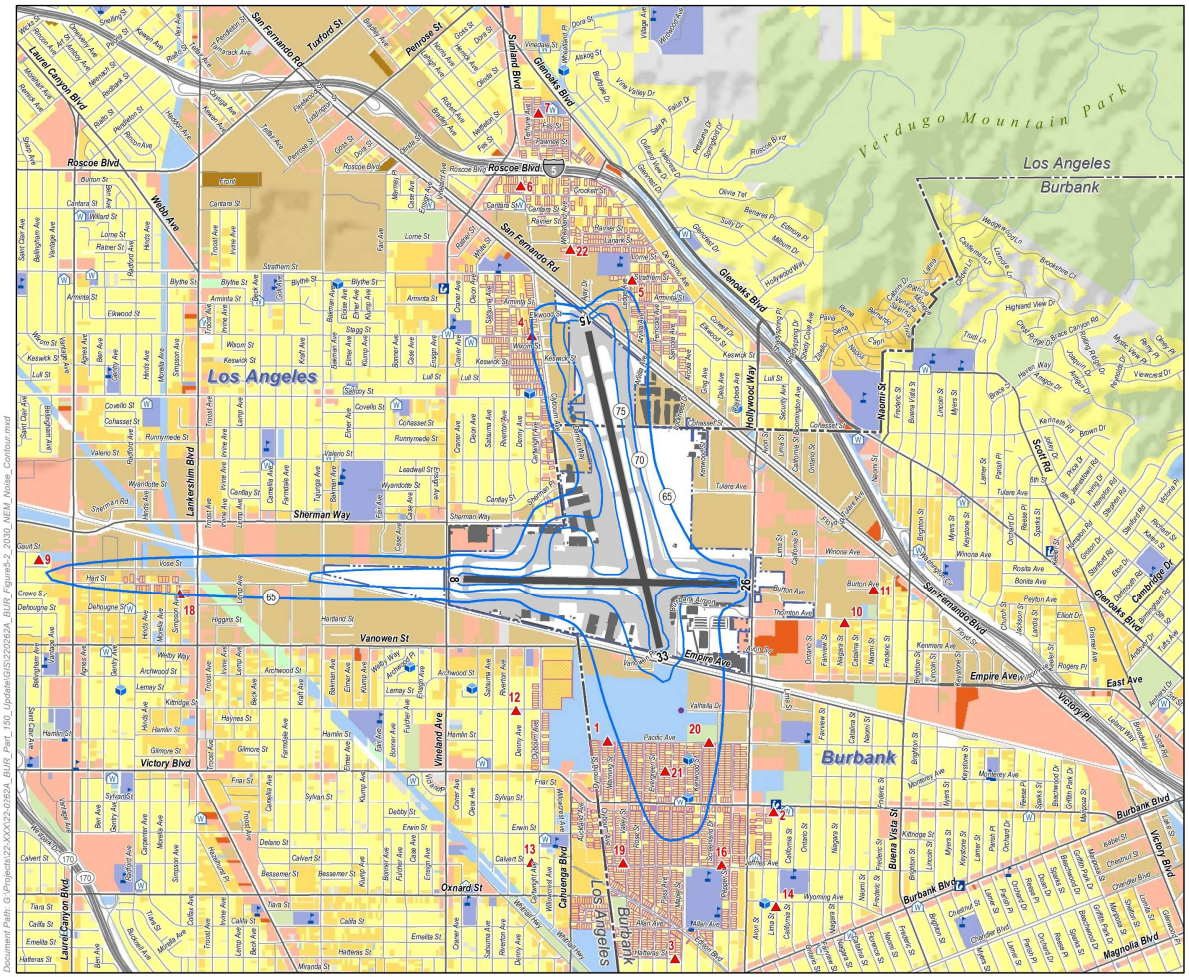
- Single Family Residential
- Multi-Family Residential
- Mobile Home
- Transient Lodging
- Public Use 1 (Noncompatible)
- Public Use 2 (Compatible)
- Commercial Use
- Manufacturing and Production
- Lake / Pond
- Agriculture
- Recreation / Open Space
- Golf Course
- Vacant / Undefined

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

Draft – Subject To Change

0 2,000 4,000 Feet

Existing Condition NEM (2025)



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)
- 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
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- Daycare
- National Register of Historic Places
- Hospital
- Library

Draft – Subject To Change

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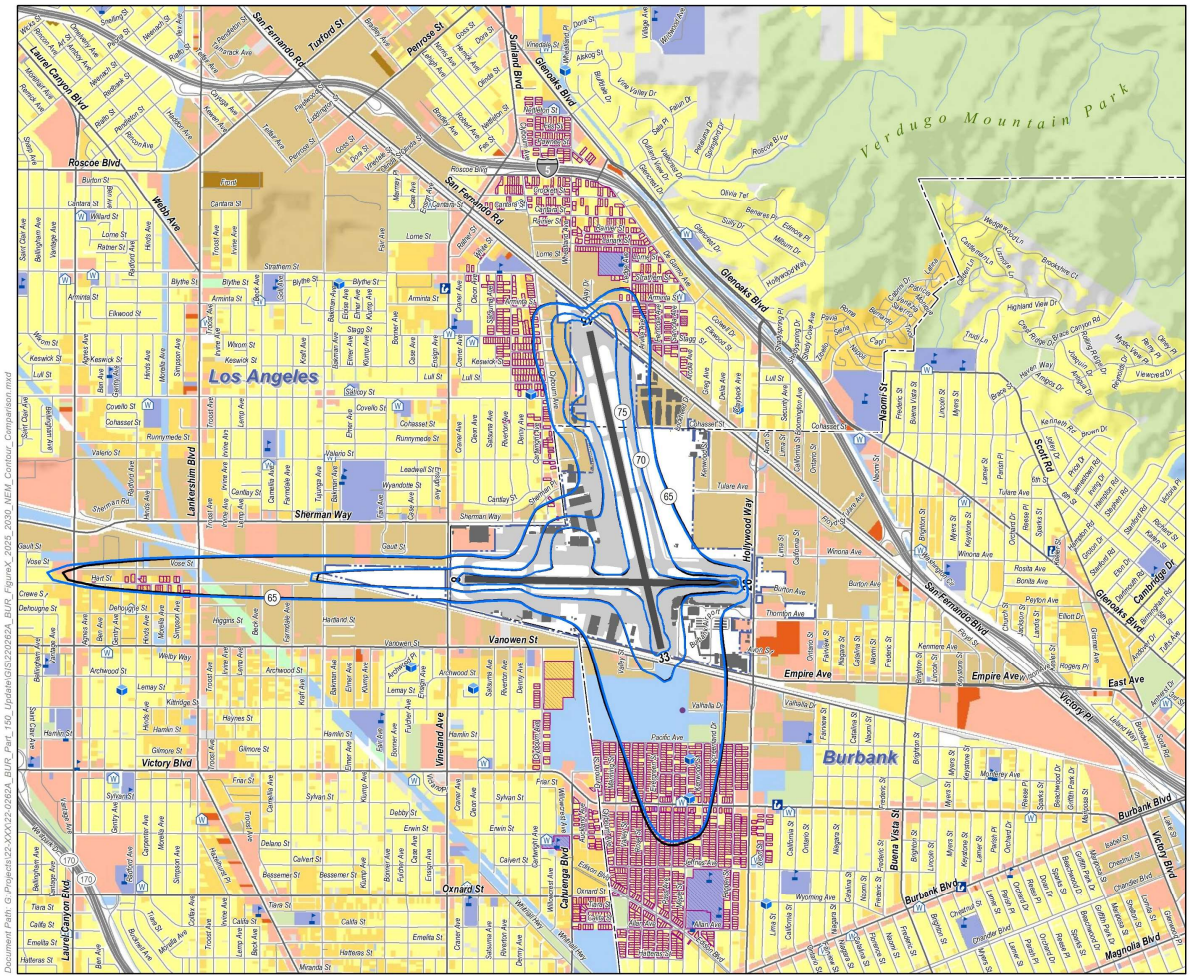
Future Condition NEM (2030)



Hollywood Burbank Airport
Part 150 STUDY

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)

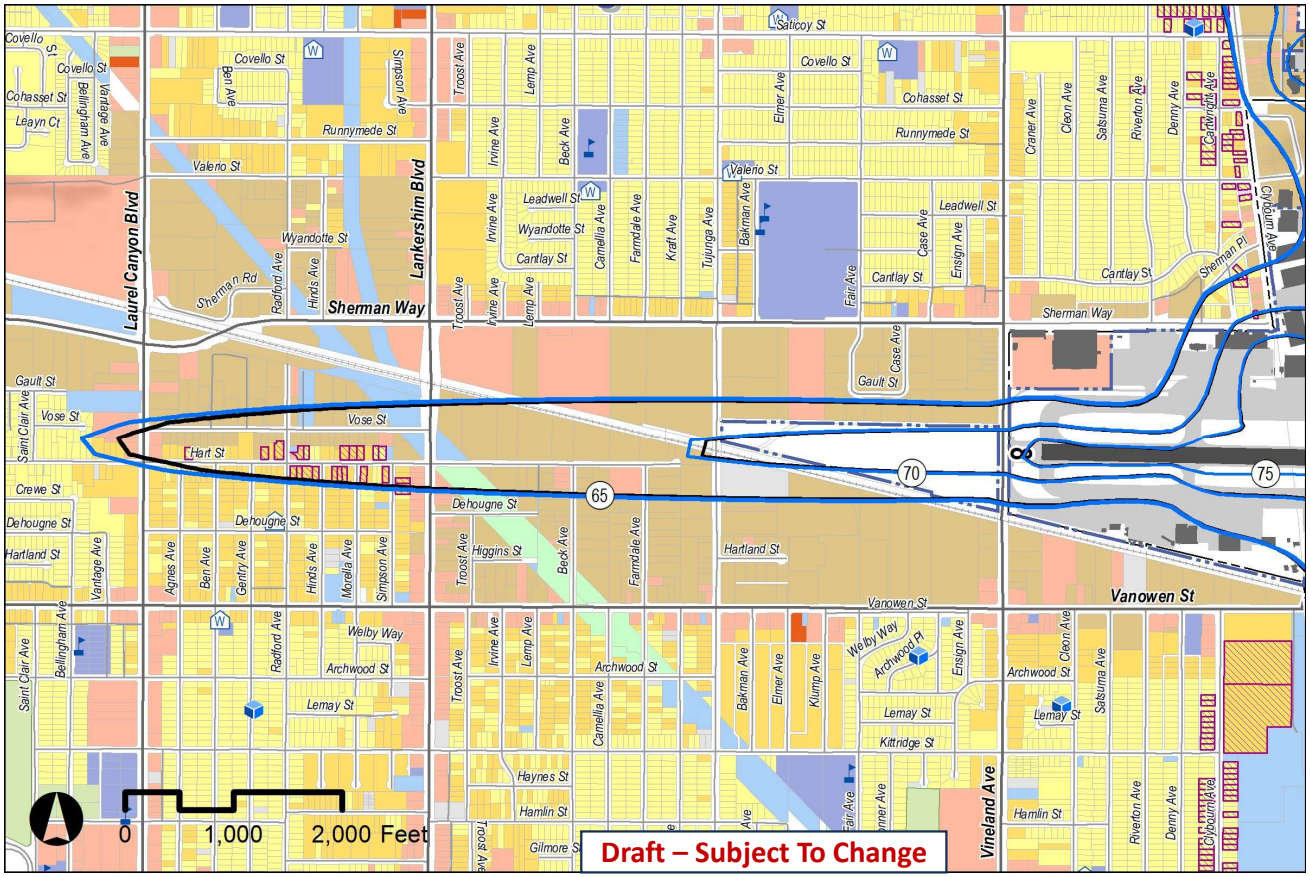
- Single Family Residential
- Multi-Family Residential
- Mobile Home
- Transient Lodging
- Public Use 1 (Noncompatible)
- Public Use 2 (Compatible)
- Commercial Use
- Manufacturing and Production
- Lake / Pond
- Agriculture
- Recreation / Open Space
- Golf Course
- Vacant / Undefined

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

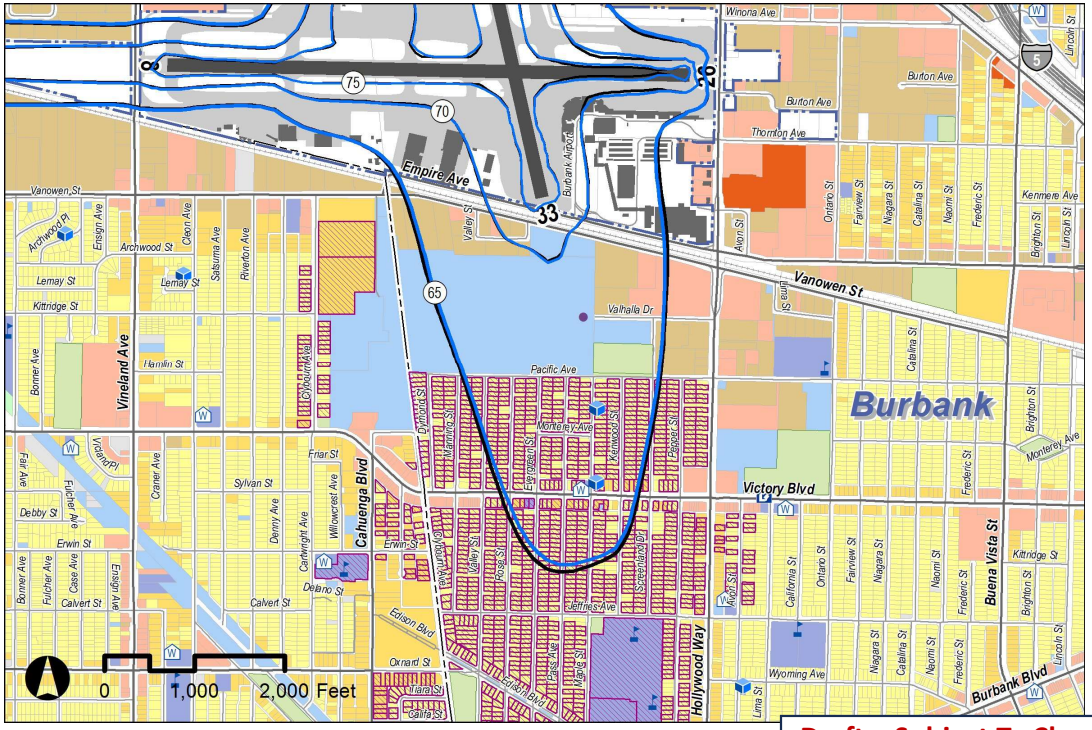
Draft – Subject To Change

0 2,000 4,000 Feet

Existing & Future Condition NEMs



Western edge of the contour



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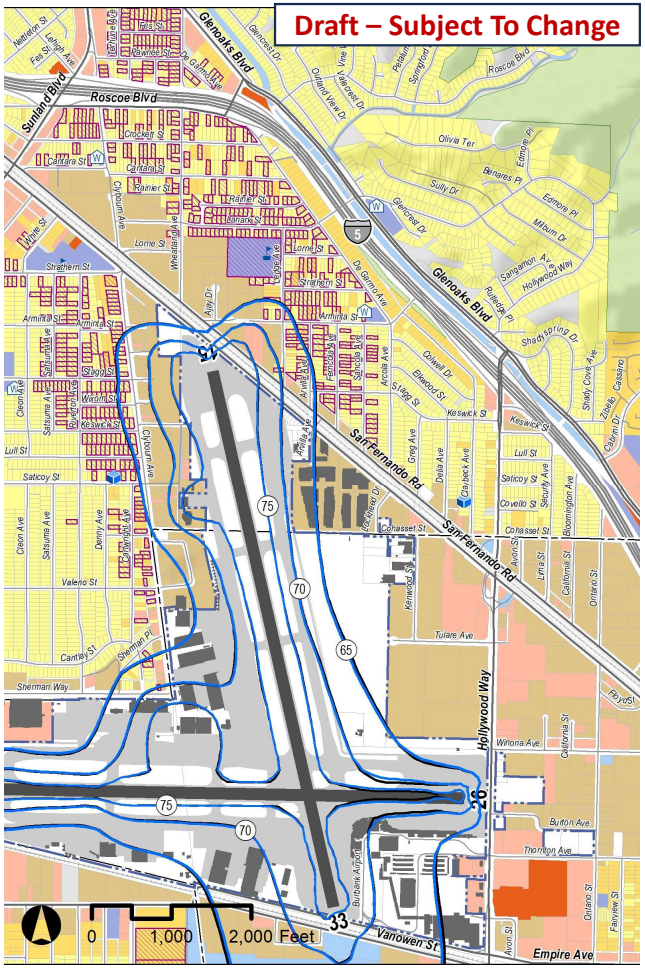


Southern edge of the contour

North and east edge of the contour

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.

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.

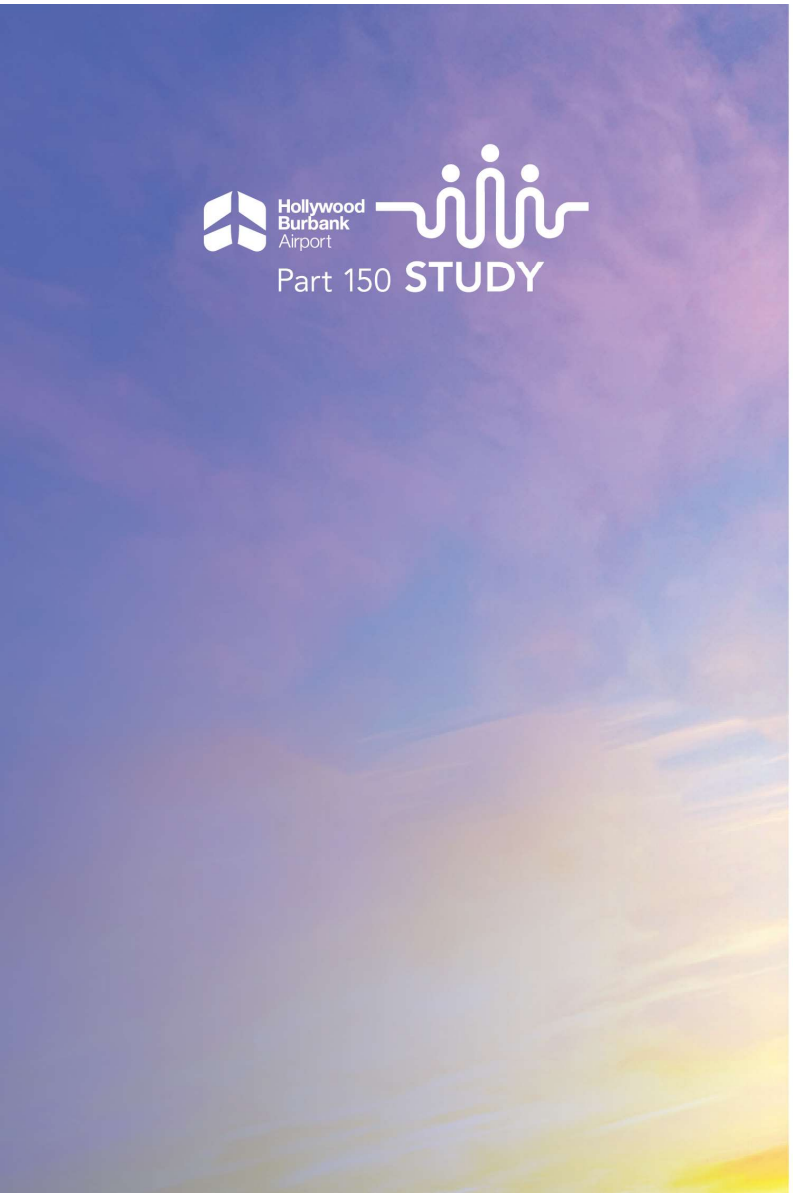
Next Steps

- 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
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.



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

Hollywood Burbank Airport

Part 150 STUDY

Discussion

MINUTES OF THE CITIZENS ADVISORY COMMITTEE MEETING

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

Thursday, May 22, 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 Burbank Elks Lodge at 4:02 PM by Gene Reindel, Vice President with HMMH. Stacey Falcioni, 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, Carl Povilaitis, Phlunte Riddle, Dino Barajas, Rey Rodriguez, Justin Dickerson, Lauren Rittenberg
Absent:	Martin Perlmutter, Maria Serna, Adrian Fieda
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: **March 27, 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 & Welcome New Members	Gene Reindel, HMMH, introduced the study team and welcomed the three new ex-officio CAC members that would be representing the City of Los Angeles.
5. Public Comment	Stacey Falcioni, Arellano Associates, facilitated a public comment discussion**.** Twelve members of the public provided public comments, including: Susan Hamar, Lee McNeill, Laurie Geer, Molly Newman, Cynthia, Sabrina Solver, Eric Robinson, Mathew Yedlin, Alex Izbicki, Jeanie Love, Michelle Allen, Linda Clarke
6. Committee Chair Selection	Gene Reindel, HMMH, called for the citizens advisory committee members to select a committee chair. A roll call vote was announced and Justin Dickerson, City of Los Angeles was selected as the Part 150 Study Citizens Advisory Committee Chair by majority vote.
7. Roles and 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.
8. Part 150 Overview	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 were nominated by the City of Los Angeles and approved by the BGPAA Commission.
9. Noise Compatibility Program Implementation Status	Gene Reindel, HMMH, outlined progress for implementing noise reduction strategies for the Hollywood Burbank Airport. Strategies include establishing a Fly Quiet program, revising noise abatement procedures, and making operational changes to reduce community noise impacts. The presentation also addressed ongoing collaborations with the FAA and airlines, the status and effectiveness of residential sound insulation programs, and challenges faced such as procedural delays and community feedback. The program's role is to mitigate noise, foster collaboration, and continuously adapt strategies to address evolving concerns.
10. Noise Modeling Summary	Gene Reindel, HMMH, reviewed the noise modeling summary and presented revised data delineating current and projected noise contours around Hollywood Burbank Airport. Using updated modeling and operational data, the maps reflect changes in flight activity and aircraft types. Key differences in noise impact distribution were highlighted, what data components were incorporated in the modeling, along with explanations of the technical methodology, regulatory compliance, and the importance of the NEMs in informing future mitigation efforts.
11. Draft Noise Exposure Maps	Gene Reindel, HMMH, analyzed the preliminary results of the Draft Noise Exposure Maps (NEMs) section outlining a detailed review of the updated noise contours for both 2025 existing conditions and 2030 forecast conditions around Hollywood Burbank Airport. These maps were created using updated data on flight activity, runway usage, and aircraft types, reflecting changes in operations and community noise impacts. The presentation highlighted the differences between current and projected contours, showing how future noise levels are expected to change based on forecasted operations. It also explained the technical methodology including modeling assumptions, FAA compliance, and land use assessment identifying areas of potential conflict between noise levels and existing land uses. Community feedback was emphasized as an essential part of finalizing these updates and informing future mitigation strategies.

12. NEM Public Open House #2

Gene Reindel, HMMH, discussed the upcoming NEM Public Open House #2, scheduled for later that evening on May 22, 2025, that would offer an opportunity for community members to review and provide feedback on the updated Draft Noise Exposure Maps. This second open house event served as a forum for stakeholders to engage directly with the project team, ask questions, and share input on the revised maps and the Noise Compatibility Program process.

13. Next Steps, Schedule and Project Contacts

Gene Reindel, HMMH, outlined the process for finalizing the updated Noise Exposure Maps, incorporating community feedback from the public open house, and submitting the updated maps to the FAA for review and approval. This phase also includes preparing the updated Noise Compatibility Program, which will build upon the finalized maps to develop future noise mitigation strategies aimed at reducing the impacts of airport noise on surrounding communities. He also mentioned the project contacts for the Part 150 Study included a dedicated project website for updates, resources, an email contact BURPart150Study@arellanoassociates.com for inquires, and Timothy Middleton, C.M., as the Project Manager for direct communication. The next Citizens Advisory Committee Meeting is tentatively scheduled for fall 2025.

14. Discussion

Committee members engaged in a robust discussion, raising a total of nineteen questions and comments to the study team. Following the final question, the meeting was adjourned at 6:02 PM.

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Public Open House Meeting Materials

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Hollywood Burbank Airport

Part 150 STUDY

Noise Compatibility Study Public Open House

Airport History

1930 Opens as United Airport; largest in LA until 1946

1934 - 1940 Renamed Union Air Terminal, then Lockheed Air Terminal after purchase by Lockheed.

1967 Renamed Hollywood–Burbank Airport, introducing jet services.

1978 Authority acquired Airport, and renamed it to Burbank-Glendale-Pasadena Airport

2003 Renamed Bob Hope Airport in honor of the comedian.

2014 - 2017 Regional Intermodal Transportation Center opens; rebranded as Hollywood Burbank Airport.

2024 - 2026 Breaks ground on new terminal, set to open in 2026 with modern facilities.

Noise Exposure Map (NEM) accepted by FAA in 1988, 2000, and 2013.

Noise Compatibility Program (NCP) measures approved by FAA in 1989, 2000, 2004, and 2016.

Airport Facility Overview

2
Intersecting Runways

6,886
Feet of Runway, North-South

5,802
Feet of Runway, East-West

555
Acres on the Premises

140,000
Total Aircraft Operations

6 million
Annual Passengers

24,000
General Aviation Operations

400
Military Operations

64,000
Air Carrier Operations

25,000
Air Taxi Operations

1
Aircraft Rescue and Firefighting Station

2
Fixed-Base Operators & 2 Cargo Carriers

Part 150 Overview

Regulation

Title 14 of the Code of Federal Regulations Part 150 (Part 150), "Airport Noise Compatibility Planning"

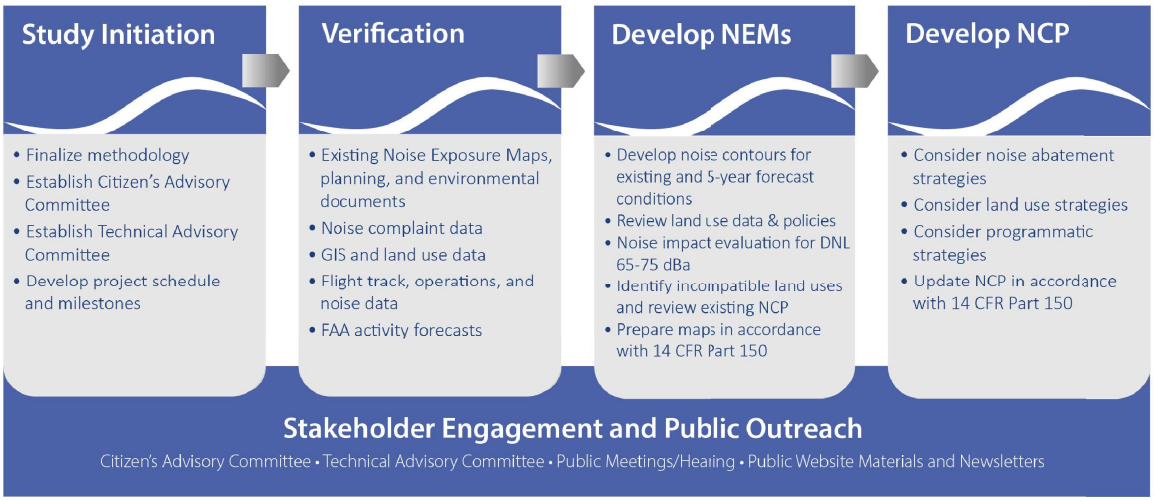
- Voluntary FAA-defined process for airport noise studies
- Over 250 airports have participated
- Sets national standards for analysis
- Provides access to FAA funding of some approved measures

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)

Planning Process



Roles and Responsibilities

BGPAA

- Project sponsor
- Contracts with consultant team
- Certifies the NEM is accurate and complete
- Submits NEM Update to the FAA for acceptance

FAA

- Provides federal funding for NEM Update
- Accepts NEM update
- Certification that the documentation meets federal regulations and guidelines

Consultant Team

- Overall project management, documentation, and outreach
- Aircraft noise analysis
- Land use compatibility analysis
- Aviation forecast and airfield analysis

Advisory Committees

- Review study inputs, assumptions, analyses, documentation, etc.
- Input, advice, and guidance related to NEM development

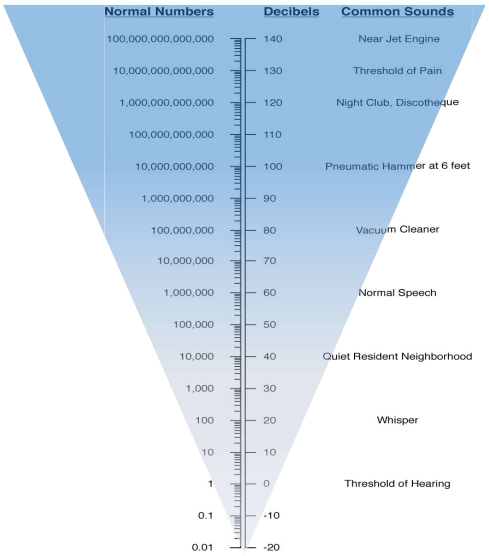
Public

- Provide input on study during comment period
- Review public draft documents

Noise Terminology

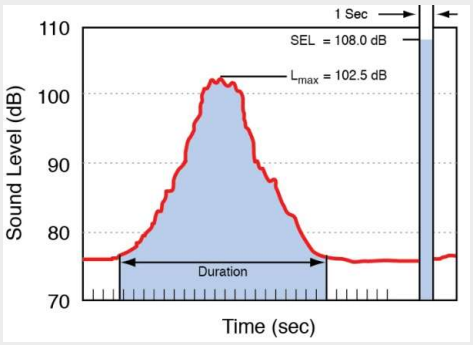
Reported in A-weighted decibels (dB)

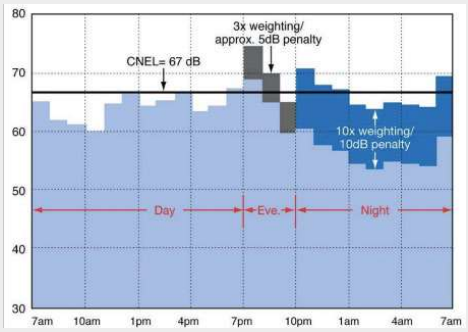
- Logarithmic scale base 10
- We hear sound pressures over a large range
- We perceive sounds in decibels



Noise Terminology

- Maximum Noise Level (L_{max})
- Single Event Noise Exposure Level (SENEL)
- Equivalent Sound Level (L_{eq})
- Community Noise Equivalent Level (CNEL)





Hollywood Burbank Airport
Part 150 STUDY

Noise Terminology

Decibels

- The decibel **(dB)** is a complex logarithmic quantity based on sound pressure
- A-weighted decibels correlate well with how we hear

Noise Levels

- Noise levels can be expressed many ways depending on their purpose, including but not limited to:
  - Instantaneous maximum noise levels (L_{max})
  - Single event dose (SEL)
  - Long-duration exposure (CNEL)

Part 150 Requirements

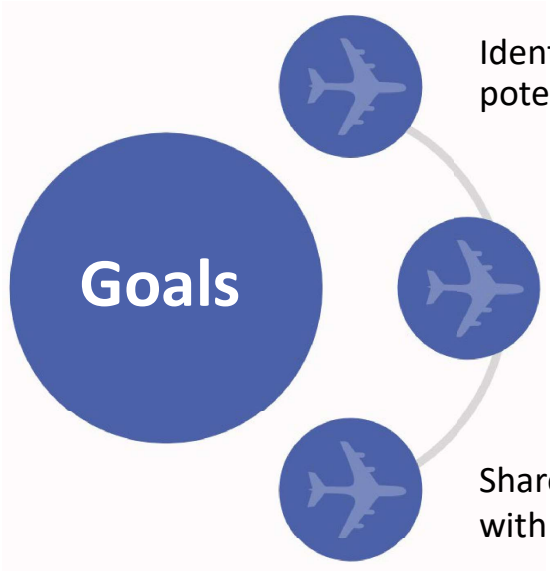
- FAA requires use of CNEL in a Part 150 study
- FAA Part 150 land use compatibility guidelines:
  - ***All land use is compatible with aircraft noise less than CNEL 65 dB***
  - Land use compatibility assessments use 5-dB contour bands
    - 65 to 70 dB
    - 70 to 75 dB
    - Greater than 75 dB

NEM Development

- ✓ Develop noise contours for existing (2025) and 5-year forecast (2030) conditions
- ✓ Collect land use data and policies
- ✓ Assess noise compatibility for aircraft exposure of CNEL 65 dB and greater
- ✓ Prepare documentation in accordance with 14 CFR Part 150

FAA-Accepted 2017 Noise Exposure Map for BUR

NEM Update Goals



Identify incompatible land uses potentially eligible for noise mitigation

Review implementation of the Noise Compatibility Program

Share pertinent data and information with the public

Note: *FAA requires that Noise Exposure Maps reflect existing and/or forecast conditions at all times – thus the need to update them on a regular basis.*

NCP Development

Objectives of Proposed Measures

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

Land Use Strategies

- 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

Programmatic Measures

- 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)

Hollywood Burbank Airport

Part 150 **STUDY**

Typical Progression

Step 1

Identify Incompatible Land Uses
- Existing conditions Noise Exposure Map
- Forecast conditions Noise Exposure Map

Step 2

Consider Noise Abatement Strategies
- *Reduce* exposure over incompatible uses
- *Limit* growth in exposure over incompatible uses

Step 3

Consider Land Use Strategies
- *Mitigate* residual incompatibilities
- *Prevent* introduction of new incompatible uses

Step 4

Consider Programmatic Strategies
- *Implement* and *promote* measures
- *Monitor* and *report* on effectiveness
- *Update* NEMs and *revise* NCP as appropriate

Hollywood Burbank Airport

Part 150 STUDY

Hollywood Burbank Airport
Part 150 STUDY

Schedule

January 2024	Project Kick Off
February 2024	Data Collection and Study Protocol Development
January 30, 2025	Open House #1 (Study Introduction)
Spring 2025	Publish Draft NEM Document, 30-Day Review Period
May 29, 2025	Open House Meeting #2 (NEM Draft Document)
Summer 2025	Submit NEM to FAA, NCP Phase Begins
Spring 2026	Open House #3 (Draft NCP Recommendations)
Fall 2026	Open House #4 and Public Hearing (Draft NCP document)
November 2026	Submit NCP to FAA

Leave a Comment

Comment Form:
https://sur-vey.typeform.com/to/V0PugDM0

Find Out More

Website:
www.hollywoodburbankairport.com/noise/part-150-study-update

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Hollywood-Burbank Airport Part 150 Study

Community Open House #1 – Summary Report

Thursday, January 30, 2025

I. Introduction

The Burbank-Glendale-Pasadena Airport Authority ("Authority") is updating the Hollywood Burbank Airport (BUR or "Airport") Noise Compatibility Study in accordance with the Federal Aviation Administration's (FAA's) process codified under Title 14, Part 150 of the Code of Federal Regulations ("Part 150"). A Part 150 Study is a voluntary, federally funded and supervised formal process for airport operators to address aircraft noise in terms of land use compatibility.

II. Open House Overview

The Hollywood-Burbank Airport Authority held the first Part 150 Community Open House on January 30, 2025, at the Burbank Elks Lodge from 6:30-8:30 PM. The open house was the first opportunity for the public to learn about the study and ask questions to the project team. A total of 28 community members attended.

During the open house, information was presented via a series of printed boards arranged in an open, walk-up format that encouraged community engagement and showcased a comprehensive overview of the Hollywood Burbank Airport Noise Compatibility Planning Study.

The open house boards, which can be viewed in **Appendix A**, were organized into four information stations guiding visitors through key aspects of the study from historical context and technical definitions to the processes for updating the Noise Exposure Map and Noise Compatibility Program. The display boards were categorized as follows:

1. Airport History
2. Part 150 Overview
3. Noise Terminology
4. Noise Compatibility Planning

Study staff were stationed at each board and offered additional explanations, answered questions, and engaged in discussion. Providing study team members at each station ensured that attendees could explore the exhibits at their own pace while gaining a thorough

understanding of the study's key components. To view images from the open house meeting please click here.

Written Public Comments

A designated comment area was provided to encourage the public to submit written feedback on the study. In total, six comment cards were submitted at the first open house. All written comments were documented and reviewed for consideration by the study team and are found in **Appendix B**.

Notification

A trilingual (English, Spanish, and Armenian) targeted notification campaign was developed to announce the first community open house for the Part 150 Study. The robust notification campaign included: social media posts, targeted door to door flyer distribution, public counter outreach, four paid advertisements published in local newspapers for each language, and meeting electronic notifications.

Notification included the following methods listed below and can be found in **Appendix C**:

- Targeted door to door flyer distribution
- Four weekly e-blasts
- Four organic social media posts via Airport Authority social portals, including Airport Authority website and Facebook.
- Trilingual print and online newspaper advertisements in the following publications: *MyBurbank, Burbank Leader, El Clasificado, and Asbarez*.

III. Next Steps

The second community open house is tentatively scheduled for May 29, 2025, and will focus on reviewing and receiving feedback on the noise exposure map draft document.

IV. Appendix

Appendix A
- Display Boards

Appendix B
- Comment Cards

Appendix C
- Meeting Notification

Appendix D
- Earned Media

Hollywood Burbank Airport

Part 150 STUDY

The Burbank-Glendale-Pasadena Airport Authority is updating the Hollywood Burbank Airport Noise Compatibility Study (Part 150 Study) in accordance with Title 14 CFR Part 150. A Part 150 Study is a voluntary, federally funded and supervised formal process for airport operators to address aircraft noise in terms of land use compatibility.

JOIN US for an Open House

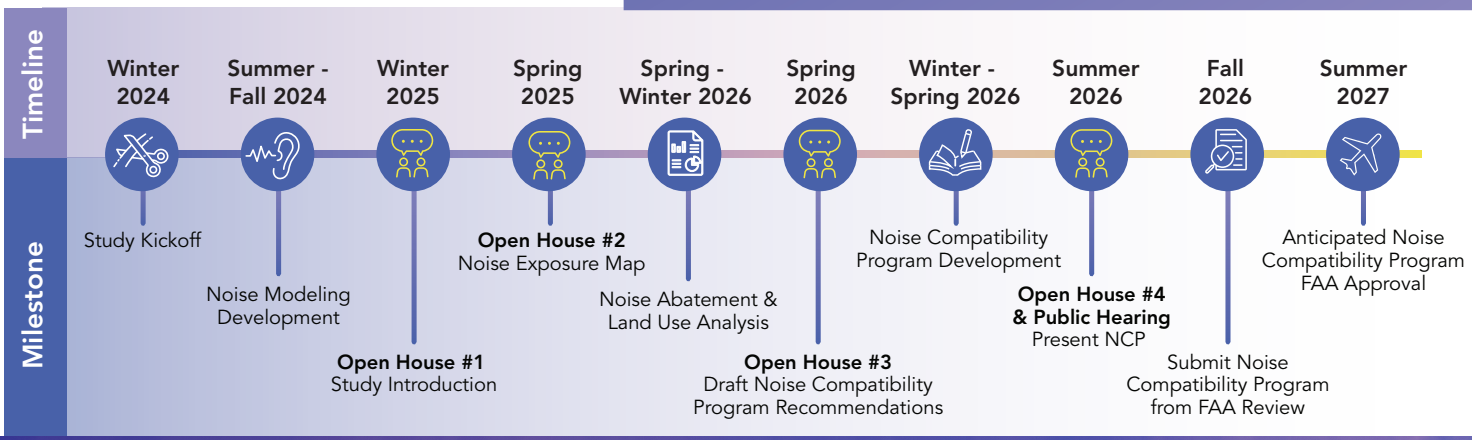
to learn about the Part 150 Study, preview the study schedule and meet the project team.

Thursday, January 30, 2025
6:30 – 8:30 PM

Burbank Elks Lodge
2232 N Hollywood Way
Burbank, CA 91505
Located behind the Public Storage facility.

Habrá interpretación en español disponible. Visite el sitio web para más información.
Հայերեն թարգմանությունը հասանելի կլինի:
Լրացուցիչ տեղեկությունների համար այցելեք կայք:

Study Timeline



Get Involved

The Part 150 Study is committed to proactive, two-way communication throughout the study process. For more information and to provide comments on the study, visit our webpage.

BURPart150Study@arellanoassociates.com

https://qrco.de/BURPart150

Scan to visit the website!

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Ս. ՄԱՀՍԷՐԵՃԵԱՆ
«Կրակը Ինկած Տեղը Կ՛այրէ», Բայց...
էջ 3

ՀԱՅՏԱՇԽԱՐՀ
Ընթերցուեցաւ Արամ Ա. Կաթողիկոսին՝ «Աւանդութիւններու Վերակենսաւորման Տարի» Հռչակագիրը
էջ 4

ԳԱՂՈՒԹԻ ԿԵԱՆՔԷՆ
ՆԱՆԷ ԱՒԱԳԵԱՆ
Դաշնային, Նահանգային եւ Գաւառային Աջակցութեան Ծրագրեր Աղէտից Տուժածների Համար
էջ 10

ASBAREZ ARMENIAN DAILY NEWSPAPER

115 Ասպարէզ Օրաթերթ

ՇԱԲԱԹ, ՅՈՒՆՈՒԱՐ 18, 2025, 117ՐԴ ՏԱՐԻ, ԹԻՒ 16,577

SATURDAY, JANUARY 18, 2025, VOLUME 117, NO. 16,577 ■ $1

Հայաստան եւ Միացեալ Նահանգները Ստորագրեցին Ռազմավարական Գործընկերութեան Կանոնադրութիւնը

Հայաստանի եւ Միացեալ Նահանգներու արտաքին գործոց նախարարները՝ Արարատ Միրզոյեան եւ Էնթընի Պլինքըն, Ուաչինկթընի մէջ ստորագրեցին ռազմավարական գործընկերութեան կանոնադրութիւնը (asbarez.am/archives/474389):

«Կը կազմենք ռազմավարական գործընկերութեան յանձնաժողով մը, որ կ՛ենթադրէ ընդլայնել փոխգործակցութիւնը տնտեսական, ապահովական եւ պաշտպանութեան, ժողովրդավարութեան, ներառականութեան եւ միջանձնական յարաբերութիւններու ոլորտներուն մէջ», յայտարարեց Պլինքըն, որ նաեւ յայտնեց, թէ Հայաստանի հետ կ՛աշխատին ամրապնդելու ջանքերը գերիշխանութեան եւ գերիչխան տարածքի պաշտպանութեան:

Պլինքըն ըսաւ, որ յառաջիկայ շաբաթ Միացեալ Նահանգներէն սահմանային ապահովութեան յա-

(Շար. 5րդ էջ)

Ազգային Առաջնորդարանը Հրդեհներէն Տուժած Ժողովուրդին Օժանդակութեան Կը Փութայ

Շաբաթ, 11 Յունուարի յետմիջօրէին, Արեւմտեան Ամերիկայի Հայոց Թեմի առաջնորդ Գեղամ արք. Մաչերեան եւ Ազգային վարչութեան դիւանը, մեկնելով Լոս Անճելըս գաւառը հարուածած մեծածաւալ հրդեհներու պատճառով չարունակուող ահագանգային իրավիճակէն՝ խորհրդակցական հանդիպումի մը հրաւիրեցին Լոս Անճելըս գաւառին մէջ գործող ծուխերու հոգեւոր հովիւները եւ հոգաբարձութիւններու ատենապետները: Հանդիպումը տեղի ունեցաւ առցանց դրութեամբ՝ առիթ տալով մօտէն իրազեկ դառնալու իւրաքանչիւր ծուխի իրավիճակին եւ ըստ կարելւոյն օժանդակութեան ձեռք երկարելու կարելիութիւններուն մասին խորհրդածելու:

Խորհրդակցական հանդիպումին ընթացքին եղրակացուեցան հետեւեալները.

– Իւրաքանչիւր ծխական չրջանի մէջ յառաջացնել օժանդակ յանձնախումբեր, համադրելու համար օժանդակութիւն հաւաքելու աչխատանքը (անհրաժեչտ պիտոյքներ եւ ուտելիք) եւ տնօրինելու համար անոնց բաչխումը կարիքաւորներու:

– Ցանկագրել իւրաքանչիւր չրջանի մէջ իրենց գործատեղիները կամ բնակավայրերը կորսնցուցած հայորդիներու անունները:

– Լոս Անճելըս չրջանի մեր եկեղեցիներու սրահները տրամադրելի պահել իբրեւ ապաստանարան ծառայելու իրենց բնակավայրերը կորսնցուցած հայորդիներուն եւ հնարաւորութեան սահմաններու մէջ անոնց օժանդակութիւն տրամադրելու:

(Շար. 19րդ էջ)

Հարաւային Քալիֆորնիոյ Կատաղի Հրդեհները Տարհանեցին Հայ Ընտանիքներ Եւ Քանդեցին Տուներ Եւ Համայնքային Կառոյցներ

Սահակ-Մեսրոպ Հայկական Քրիստոնեայ Դպրոց

Հարաւային Քալիֆորնիոյ զանազան չրջաններու մէջ 7 Յունուարին սկսած սաստիկ հովերուն պատճառով յառաջացած երեք մեծագոյն եւ կատաղի հրդեհները պատճառ դարձան տարհանման հազարաւոր հայ ընտանիքներու, որոնք ստիպուած եղան հեռանալու իրենց տուներէն, ինչպէս նաեւ համայնքի կառոյցներու քանդումին, ինչպէս՝ Ալթատինայի մէջ գտնուող Սահակ-Մեսրոպ վարժարանը, որ դարձաւ հրդեհին զոհը:

Առնուազն 25 զոհեր խլած հրդեհները տեղական իչխանութիւնները առաջնորդեցին իրենց բնակարաններէն հեռանալու հրահանգներ արձակելու, երաչխաւորելու համար բնակչութեան ապահովութիւնը: Հրդեհներուն

(Շար. 20րդ էջ)

Կոչ՝ Լոս Անճելըսին Զօրակցելու

Քալիֆորնիոյ հրդեհներուն պատճառած վնասներուն գարմանումը համահայկական ձիգերու կը կարօտի: Այդ մէկը իւրաքանչիւրիս պարտաւորութիւնն է, որպէսզի հրդեհներէն մեծ վնասներ կրած մեր հայրենակիցները կարենան իրենց կորուստին ցաւը եւ ժխտական հետեւանքները յաղթահարել ու լծուիլ վերաչինութեան աչխատանքին:

Հայ Օգնութեան Միութեան Կեդրոնական վարչութիւնը ամբողջական զօրակոչ կը յայտարարէ իր բոլոր միաւորներուն եւ անդամներուն՝ կոչ ուղղելով, որ բոլորը մասնակցին Լոս Անճելըսի մեր գաղութին աղէտահար չրջաններուն բնակիչ հայորդիներուն օժանդակութեան ձիգերուն:

Կեդրոնական վարչութիւնը խորապէս կը հաւատայ, որ միայն հաւաքական ձիգերով կարելի կ՛ըլլայ այսպիսի աղէտի մը դէմ դնել եւ յաղթահարել բազմաթնոյթ դժուարութիւնները:

Հայ Օգնութեան Միութիւնը նաեւ իր բոլոր կարելիութիւնները ի սպաս կը դնէ քալիֆորնիահայ գաղութին՝ հոգեբանական եւ ընկերային ծառայութեան գրասենեակներէն մինչեւ օժանդակութիւններու զանազան աղբիւրները:

Լոս տեղին է յատուկ կերպով չեչտել Սահակ-Մեսրոպ վարժարանին վերաչինութեան օժանդակութեան կարեւորութիւնը:

Համոզուած ենք, որ անխոնջ աչխատանքով պիտի յաղթահարենք դժուար հանգրուանները եւ Լոս Անճելըսի հայ գաղութի աղէտահար աւանդներուն եւ քաղաքներուն բնակչութիւնը պիտի վերագտնէ իր նախկին ներուժը եւ օրինակելի կեցուածքներով պիտի վերակազմակերպէ իր չարքերը:

Աղէտահար չրջաններու օժանդակութիւն հասցնելու նպատակով կազմակերպուած է նուիրահաւաք մը, որուն մասնակցելու համար այցելել ars1910.org/give կայքէջը:

Առաջնորդ Գեղամ Արբ. Խաչերեան Ս. Պատարագ Մատոյց Աղէտահար Փասատինայի Ս. Սարգիս Եկեղեցւոյ Մէջ

Կիրակի, 12 Յունուարի առաւօտեան, Արեւմտեան Ամերիկայի Հայոց Թեմի առաջնորդ Գեղամ արք. Խաչերեան, որ ըստ նախօրօք հրապարակուած ծանուցման՝ Ս. Յովհաննու Կարապետ տօնին առիթով պէտք է նախագահէր Հոլիվուտի Ս. Կարապետ Մայր

եկեղեցւոյ կիրակնօրեայ արարողութեան, սակայն ան՝ հոգեւոր, ազգային եւ հայրական սրտակցութեան իր ներքին կանչին ականջալուր, փութաց աննախընթաց հրդեհներու զոհ՝ Հայահոծ Փասատինա քաղաքի Հայց. Առաքելական Ս. Սարգիս եկեղեցի եւ հանդիսապետեց Ս. պատարագին, ապա քարոզի ճամբով զօրակցութիւն յայտնեց իր հօտի գաւակներուն, որոնք չարաթէխ մը ի վեր Լոս Անճելըսի մէջ ծայր տուած եւ տակաւին ընդարձակուող աննախընթաց հրդեհներու պատճառով ադէտաւալի պահեր ապրեցան եւ տակաւին կ՛ապրին՝ հրոյ ճարակ դարձած իրենց բնակարաններուն, գործատեղիներուն, թէ չրջանին մէջ կեանքի ապահովութեան սպառնացող անառողջ օդին եւ նիւթական ծանրակչիռ վնասներուն պատճառով:

Օրուան պատարագիչն էր եկեղեցւոյ հոգեւոր հովիւ Պաղտս քհնյ. Պալթայեան. Ս. խորանին սպասարկեցին սարկաւագներ, դպիրներ եւ երգեցիկ խումբը: Առաջնորդ սրբազան հօր քարոզին բնաբանն էր՝ Ղուկաս Աւետարանի 12րդ գլխուն 32-34 համարները, ուր արձանագրուած են Յիսուս Քրիստոսի հետեւեալ խօսքը. «Մի՛ վախնար, փոքրիկ հօտ, որովհետեւ ձեր Հայրը հաճեցաւ ձեզի տալ արքայութիւնը: Մախեցէ՛ք ձեր ստացուածքները եւ գրամը ողորմութեան յատկացուցէք: Փորձեցէք ձեզ ձեռք ձգել այնպիսի հարստութիւն մը՝ որ չի մաշիր, գանձ մը՝ որ չի պակիր եւ գայն երկինքի մէջ դիզեցէք, ուր ո՛չ գող կրնայ անոր մօտենալ եւ ոչ ալ ցեցը կրնայ գայն կրծել: Որովհետեւ ուր որ է ձեր հարստութիւնը՝ հոն կ՛ըլլայ նաեւ ձեր սիրտը»: Առ այդ, Գեղամ արքեպիսկոպոսը բացատրեց ներկաներուն Քրիստոսի խօսքերուն իմաստը նաեւ այսօրուան աղէտին լոյսին տակ եւ յորդորեց բոլորը՝ հոգեւոր, փոխադարձ սիրոյ եւ մարդկայնութեան հիմնարար արժէքներու վրայ կառուցել իրաւ ու մնայուն հարստութիւն մը եւ տուժածներն ու հոգեկան խռովքի մատնուած տեղւոյն հայ բնակիչները մխիթարելու փորձ կատարեց՝ աղօթք բարձրացնելով առ Աստուած՝ հայցելով առողջութիւն եւ ապահովութիւն, Մեծն Լոս Անճելըսի ու անոր բնակիչներուն համար:

Ցետ արարողութեան, Գեղամ արքեպիսկոպոսը զրուցեց եկեղեցի ապաստանած հայ բնտանիքներու ներկայացուցիչներուն

Hollywood Burbank Airport

Մաս 150 Ուսումնասիրութիւն

Բերբենք-Գլենդել-Փասատենա Օդանաւակայանի աղմուկի համատեղելիութեան ուսումնասիրութիւնը (մաս 15 ուսումնասիրութիւն)՝ համաձայն Title 14 CFR Part 150-ի:
Մաս 150 Ուսումնասիրութիւնը՝ կամաւոր, դաշնային կառավարութեան կողմից ֆինանսաւորուող եւ վերահսկուող պաշտօնական գործընթաց է օդանաւակայանի մեքենավարների համար: Օդանաւերի աղմուկի հողօգտագործման համատեղելիութեան տեսանկիւնից

Սկանաւորէք՝ կայք այցելելու համար:

https://qrco.de/BURPart150

ՄԻԱՑԷՔ ՄԵԶ Բաց դռների համար

Մաս 150 ուսումնասիրութեան մասին իմանալու համար, նախադիտենք ուսումնասիրութեան ժամանակացոյցը եւ հանդիպէք ծրագրի խմբին:

Հինգշաբթի, 30 Յունուարի

2025թ. ժամը 18:30-20:30

Burbank Elks Lodge
2232 N Hollywood Way
Burbank, CA 91505

Գտնւում է հանրային պահեստաւորման կենտրոնի յետեւում:

Հայերէն թարգմանութիւնը հասանելի կը լինի: Լրացուցիչ տեղեկութիւնների համար այցելէք կայքը:

Hollywood Burbank Airport

Estudio Parte 150

La Autoridad del Aeropuerto de Burbank-Glendale-Pasadena (Autoridad) está actualizando el Estudio de Compatibilidad del Ruido del Aeropuerto de Hollywood Burbank (BUR o Aeropuerto) (Estudio o Estudio de la Parte 150) de acuerdo con el proceso de la Administración Federal de Aviación (FAA, por sus siglas en inglés) codificado en el Título 14, Parte 150 del Código de Reglamentos Federales (Parte 150). El Estudio de la Parte 150 es un proceso formal voluntario, financiado y supervisado por el gobierno federal para que los operadores aeroportuarios aborden el ruido de las aeronaves en términos de compatibilidad con el uso de la tierra.

ACOMPÁÑANOS

para una jornada de puertas abiertas

para obtener más información sobre el estudio de la Parte 150, obtenga una vista previa del cronograma de estudio y conozca al equipo del proyecto.

Jueves, 30 de enero de 2025

Visítenos entre las 6:30 y las 8:30 p.m.

Burbank Elks Lodge
2232 N Hollywood Way
Burbank, CA 91505

Ubicado detrás de la instalación de Public Storage.

Habrá interpretación en español disponible. Visite el sitio web para más información.

¡Escanee para visitar el sitio web!

https://qrco.de/BURPart150

MYBURBANK LOCAL SPORTS

Girls Soccer

Providence Girls Soccer Falls to Pacifica Christian

Jim Riggio - January 2, 2025 0

The Providence girls' soccer team was hoping a two-week holiday season rest would help the team get back on track Thursday when...

A Wish List for 2025

December 31, 2024

Rick's Sports Corner: Clarisa Robles, Learning At Each Step

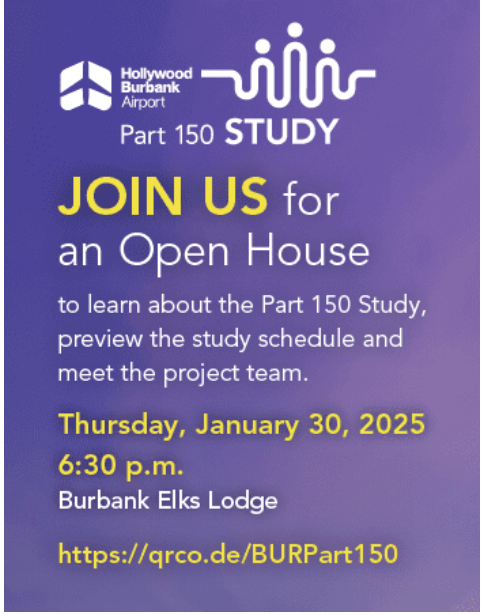
December 31, 2024

Burbank Boys Basketball Holds On For 59-55 Win Over de Toledo

December 24, 2024

Rick's Sports Corner: Gary Miereanu, Sportswriter, Publicist, Man About Town

December 20, 2024



BURBANK POLICE AND FIRE LATEST NEWS

Arrest Reports

Burbank Police Log: December 16 – December 22

Rick Assad - January 6, 2025 0

Securing the city is essential for the men and women in blue.

Burbank Police Log: December 9 – December 15

Arrest Reports **Rick Assad** - December 30, 2024 0

Burbank Police Report: December 2 – December 8

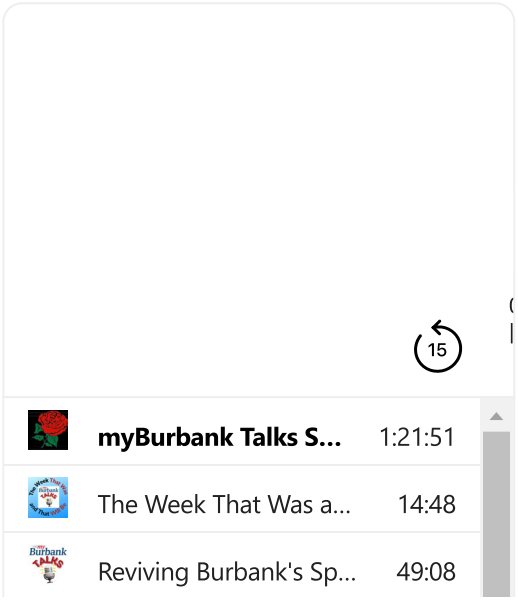
Arrest Reports **Rick Assad** - December 23, 2024 0

Burbank DUI Checkpoint Results in Two Arrests, Multiple Citations and Vehicle Impounds

News **Staff** - December 18, 2024 0

Burbank Police Log: November 25 – December 1

Arrest Reports **Rick Assad** - December 17, 2024 0



PROVIDENCE SAINT JOSEPH MEDICAL CENTER NEWS

News

Providence Saint Joseph Medical Center Encourages Women to Schedule Mammograms

Press Release - October 2, 2024 0

In recognition of Breast Cancer Awareness Month, Providence Saint Joseph Medical Center is urging women to prioritize their health by scheduling a screening mammogram

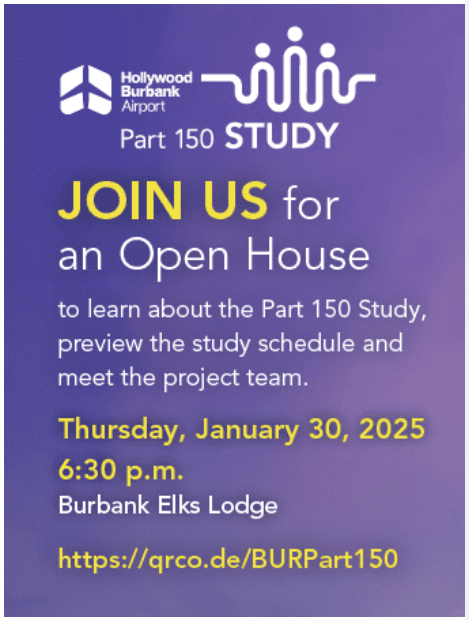
FAMILY FUN AND EVENTS

Family Fun and Events

Love, Labor, and Lemon-Scented Pines: Cousins Share Their Journey in Launching...

Ashley Erikson - December 5, 2024 0

Connor Castellaw and his cousin Cody Webb grew up in the San Fernando Valley and found themselves drawn to the unassuming yet magical world of Christmas tree lots.

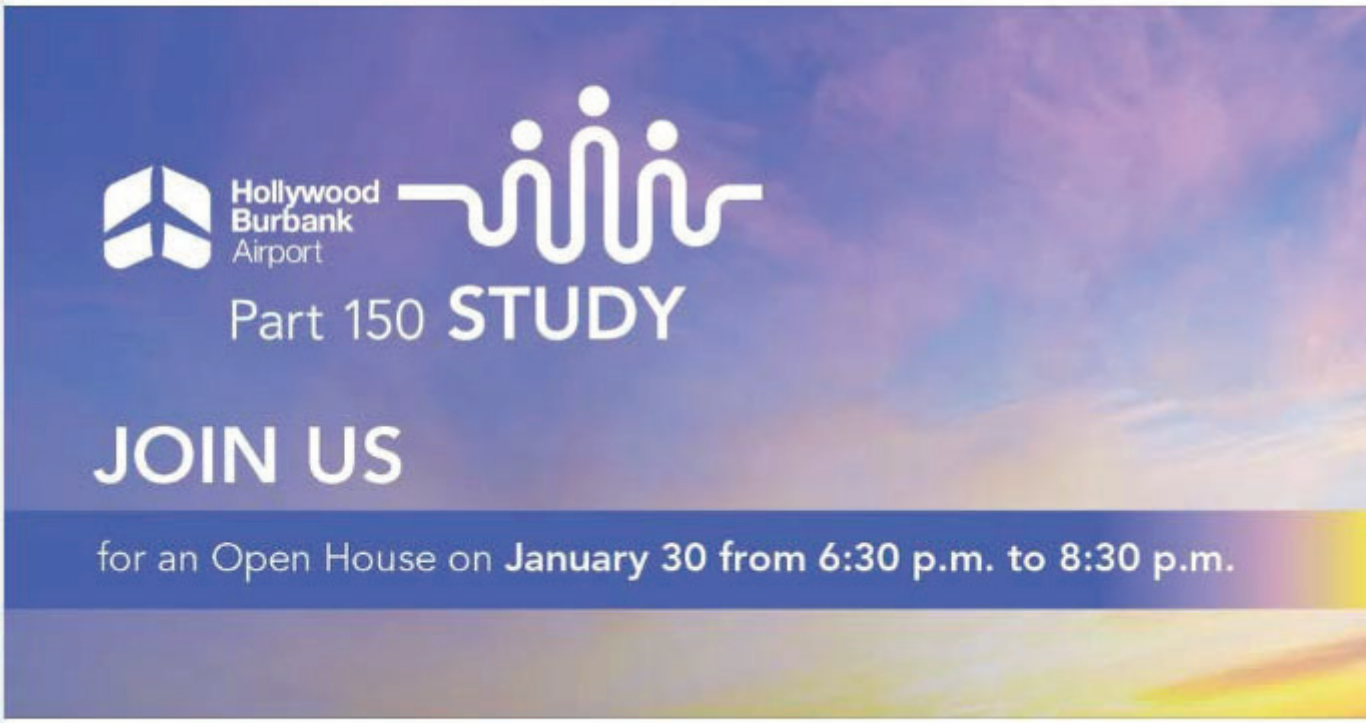


Hollywood Burbank Airport - BUR
January 29 ·

✈️ Join us on Thursday for our first open house for the Hollywood Burbank Airport Part 150 Study! This is a great opportunity to learn about the study and get your questions answered.

📅 Date: January 30, 2025
🕐 Time: Anytime between 6:30 p.m. - 8:30 p.m.
📍 Location: Burbank Elks Lodge - 2332 N Hollywood Way, Burbank, CA 91505

For more information and to sign up for updates, click here:
https://qrco.de/BURPart150



5 5 shares

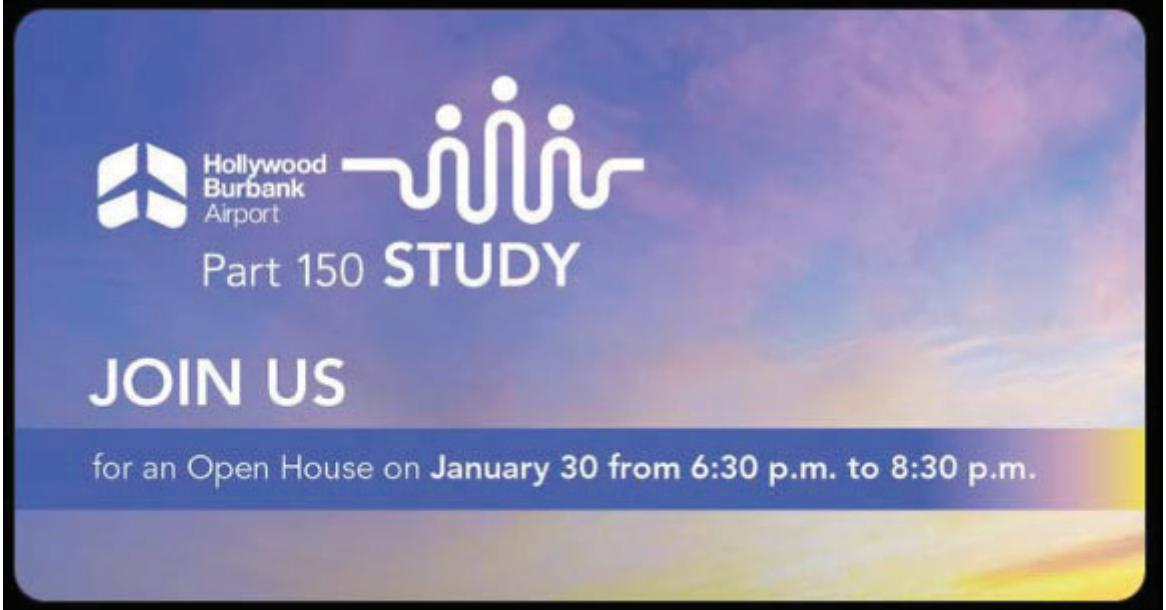
Like Send Share

Hollywood Burbank ✈️
@fly_BUR

✈️Join us TOMORROW for an open house for the Part 150 Study. See you then!

📅 January 30, 2025
🕐 Anytime from 6:30- 8:30 p.m.
📍 Burbank Elks Lodge: 2332 N Hollywood Way, Burbank, CA 91505

Learn more: qrco.de/BURPart150



4:08 PM · Jan 29, 2025 · **612** Views

Hollywood Burbank Airport - BUR
January 16 ·

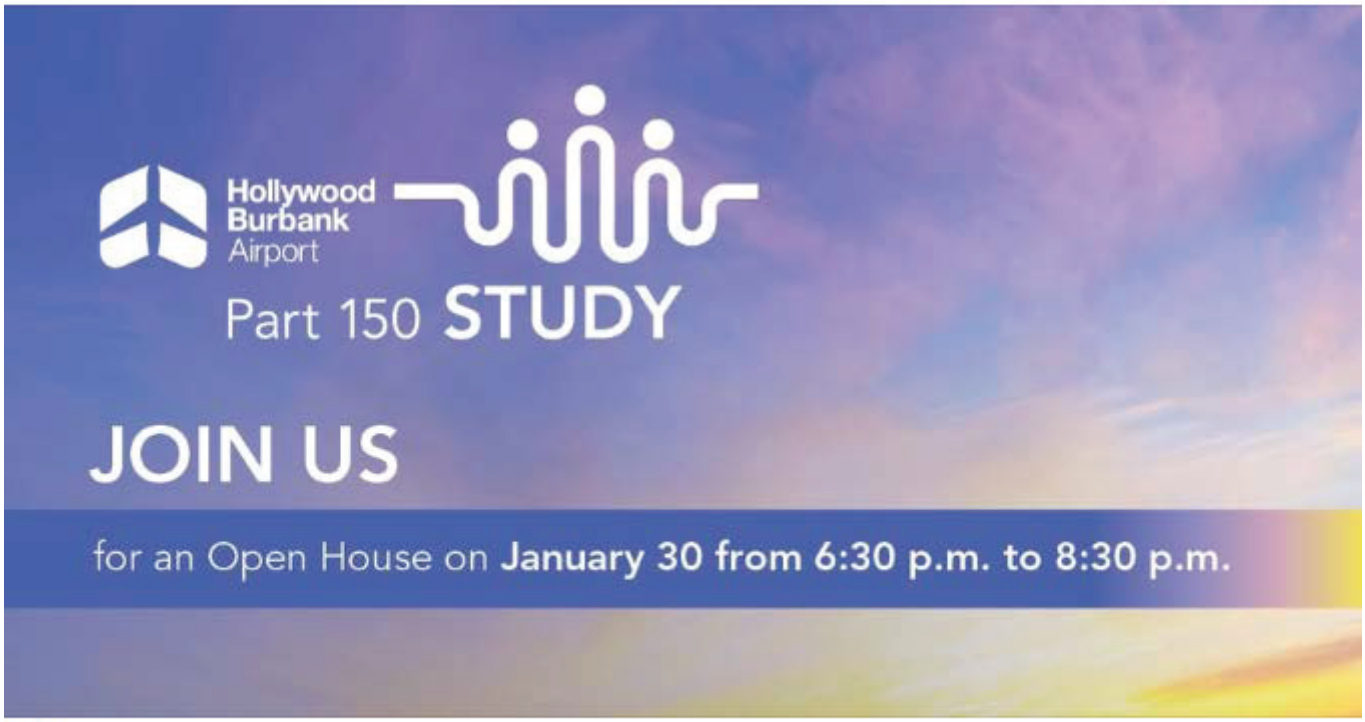
Get involved with the Hollywood Burbank Airport Part 150 Study!

We invite you to attend the first in a series of four open houses planned for the Hollywood Burbank Airport Part 150 Study. Don't miss this opportunity to learn about the Study, preview the Study schedule, and meet the project team.

This open house is your chance to ask questions and share your thoughts.

📅 Date: January 30, 2025
🕐 Time: 6:30 p.m. - 8:30 p.m.
📍 Location: Burbank Elks Lodge: 2332 N. Hollywood Way, Burbank, CA 91505

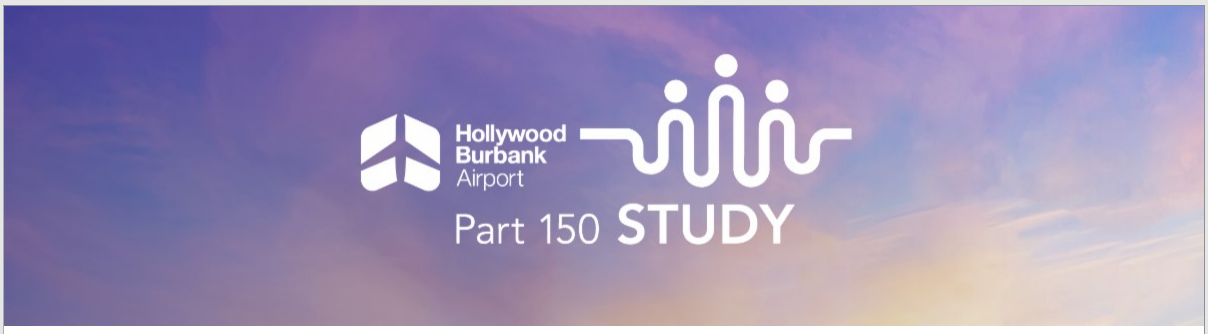
For more information or to provide your input on the study, visit:
https://qrco.de/BURPart150



4 8 shares

From: Hollywood-Burbank Airport <burpart150study@arellanoassociates.com>
Sent: Friday, February 7, 2025 5:30 PM

Subject: Thank You for Joining Us!



Haga clic aquí para espanol
Ընտրեք սա հայերենի համար

Thank You for Joining Us!

Thank you for joining us at the Hollywood Burbank Airport Part 150 Study Open House! Your participation and feedback are important to our study process, and we look forward to keeping you involved as the study continues.

If you weren't able to attend the recent open house, we've got you covered! You can access the meeting exhibits at the links below:

- **Display Boards: (**English **|** Spanish**|** Armenian**)**

We value your input and encourage you to review these resources. If you have any feedback or questions, please contact us at BURPart150Study@arellanoassociates.com.

Stay tuned for updates on the study's progress and upcoming opportunities to get involved.

Next Steps

The next open house for the Part 150 Study is expected to be held in May 2025 where we will preview the draft Noise Exposure Map (NEM). Learn more about the NEM and upcoming engagement opportunities by visiting our study webpage at https://qrco.de/BURPart150.

Study Overview

The Burbank-Glendale-Pasadena Airport Authority ("Authority") is updating the Hollywood Burbank Airport (BUR or "Airport") Noise Compatibility Study in accordance with the Federal Aviation Administration's (FAA's) process codified under Title 14, Part 150 of the Code of Federal Regulations ("Part 150"). A Part 150 Study is a voluntary, federally funded and supervised formal process for airport operators to address aircraft noise in terms of land use compatibility.

Get Involved

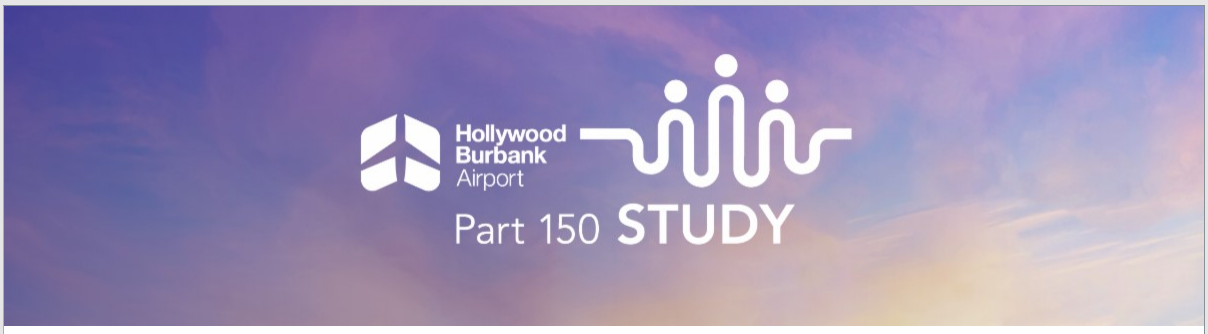
The Part 150 Study is committed to proactive, two-way communication throughout the study process. For more information and to provide comments on the study, visit our webpage https://qrco.de/BURPart150 or send us an email at BURPart150Study@arellanoassociates.com.

Hollywood Burbank Airport | 2627 N Hollywood Way | Burbank, CA 91505 US

Unsubscribe | Update Profile | Constant Contact Data Notice

From: Hollywood-Burbank Airport <burpart150study@arellanoassociates.com>
Sent: Thursday, January 30, 2025 10:00 AM

Subject: Reminder: Join us tonight for the Part 150 Study Open House!



Haga clic aquí para español
Ընտրեք սա հայերենի համար

Join us tonight for our public open house!

Your involvement is important to our study process. Join us for a public open house to learn about the Part 150 Study, preview the study schedule and meet the project team.

Open House Details

Thursday, January 30th, 2025
6:30 – 8:30 PM
Burbank Elks Lodge
Located behind the Public Storage facility
2232 N Hollywood Way
Burbank, CA 91505

Spanish and Armenian interpretation will be provided. Accommodations and additional interpretations are available by emailing BURPart150Study@arellanoassociates.com. Requests must be made at least 72 hours in advance of a scheduled meeting.

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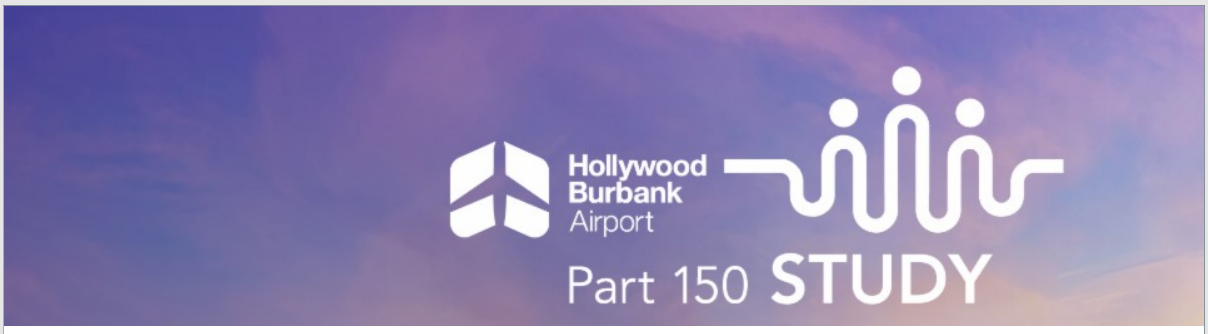
Hollywood Burbank Airport | 2627 N Hollywood Way | Burbank, CA 91505 US

Unsubscribe | Update Profile | Constant Contact Data Notice

From: Hollywood-Burbank Airport <burpart150study@arellanoassociates.com>
Sent: Thursday, January 23, 2025 2:32 PM

Subject: Reminder: Join us next week for the Part 150 Study Open House!



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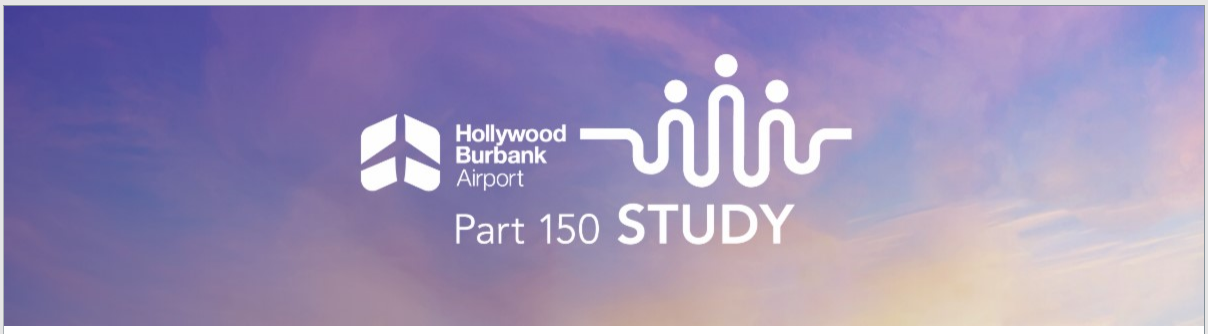
Hollywood Burbank Airport | 2627 N Hollywood Way | Burbank, CA 91505 US

Unsubscribe | Update Profile | Constant Contact Data Notice

From: Hollywood-Burbank Airport <burpart150study@arellanoassociates.com>
Sent: Thursday, January 16, 2025 5:01 PM

Subject: Join Us for the Hollywood Burbank Airport Part 150 Study Open House



Haga clic aquí para español
Ընտրեք սա հայերենի համար

Join Us an Open House for the Part 150 Study

The Burbank-Glendale-Pasadena Airport Authority ("Authority") is updating the Hollywood Burbank Airport (BUR or "Airport") Noise Compatibility Study in accordance with the Federal Aviation Administration's (FAA's) process codified under Title 14, Part 150 of the Code of Federal Regulations ("Part 150"). A Part 150 Study is a voluntary, federally funded and supervised formal process for airport operators to address aircraft noise in terms of land use compatibility.

Your involvement is important to our study process. Join us for a public open house to learn about the Part 150 Study, preview the study schedule and meet the project team.

Meeting Details

Thursday, January 30th, 2025
6:30 – 8:30 PM
Burbank Elks Lodge
Located behind the Public Storage facility
2232 N Hollywood Way
Burbank, CA 91505

Spanish and Armenian interpretation will be provided. Accommodations and additional interpretations are available by emailing BURPart150Study@arellanoassociates.com. Requests must be made at least 72 hours in advance of a scheduled meeting.

Get Involved

The Part 150 Study is committed to proactive, two-way communication throughout the study process. For more information and to provide comments on the study, visit our webpage https://qrco.de/BURPart150 or send us an email at BURPart150Study@arellanoassociates.com.

Hollywood Burbank Airport | 2627 N Hollywood Way | Burbank, CA 91505 US

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Hollywood Burbank Airport

Part 150 STUDY

Noise Compatibility Study
Public Open House

D-203

Airport History

1930 Opens as United Airport; largest in LA until 1946

1934 - 1940 Renamed Union Air Terminal, then Lockheed Air Terminal after purchase by Lockheed.

1967 Renamed Hollywood–Burbank Airport, introducing jet services.

1978 Authority acquired Airport, and renamed it to Burbank-Glendale-Pasadena Airport

2003 Renamed Bob Hope Airport in honor of the comedian.

2014 - 2017 Regional Intermodal Transportation Center opens; rebranded as Hollywood Burbank Airport.

2024 - 2026 Breaks ground on new terminal, set to open in 2026 with modern facilities.

Noise Exposure Map (NEM) accepted by FAA in 1988, 2000, and 2013.

Noise Compatibility Program (NCP) measures approved by FAA in 1989, 2000, 2004, and 2016.

Airport Facility Overview

2
Intersecting Runways

6,886
Feet of Runway, North-South

5,802
Feet of Runway, East-West

555
Acres on the Premises

140,000
Total Aircraft Operations

6 million
Annual Passengers

24,000
General Aviation Operations

400
Military Operations

64,000
Air Carrier Operations

25,000
Air Taxi Operations

1
Aircraft Rescue and Firefighting Station

2
Fixed-Base Operators & 2 Cargo Carriers

Part 150 Overview

Regulation

Title 14 of the Code of Federal Regulations Part 150 (Part 150), "Airport Noise Compatibility Planning"

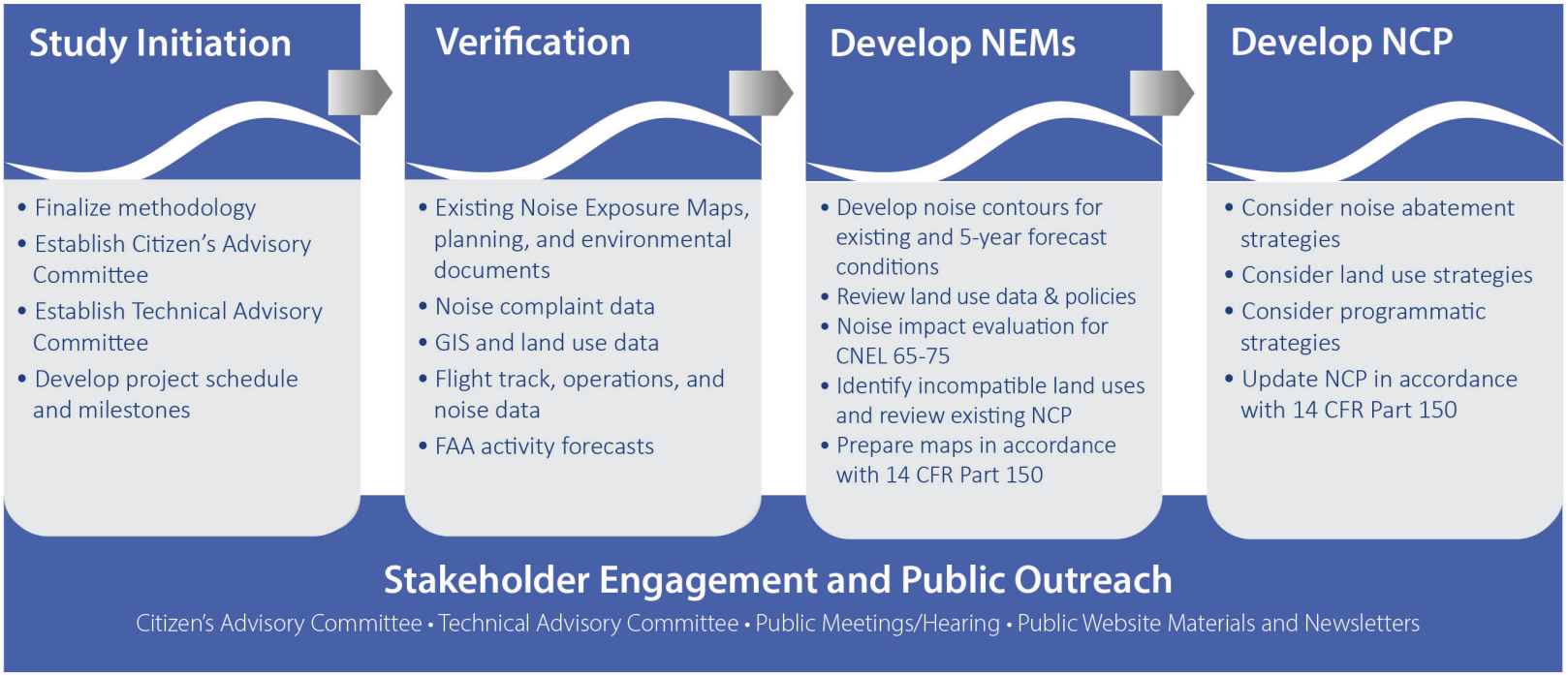
- Voluntary FAA-defined process for airport noise studies
- Over 250 airports have participated
- Sets national standards for analysis
- Provides access to FAA funding of some approved measures

Technical Elements

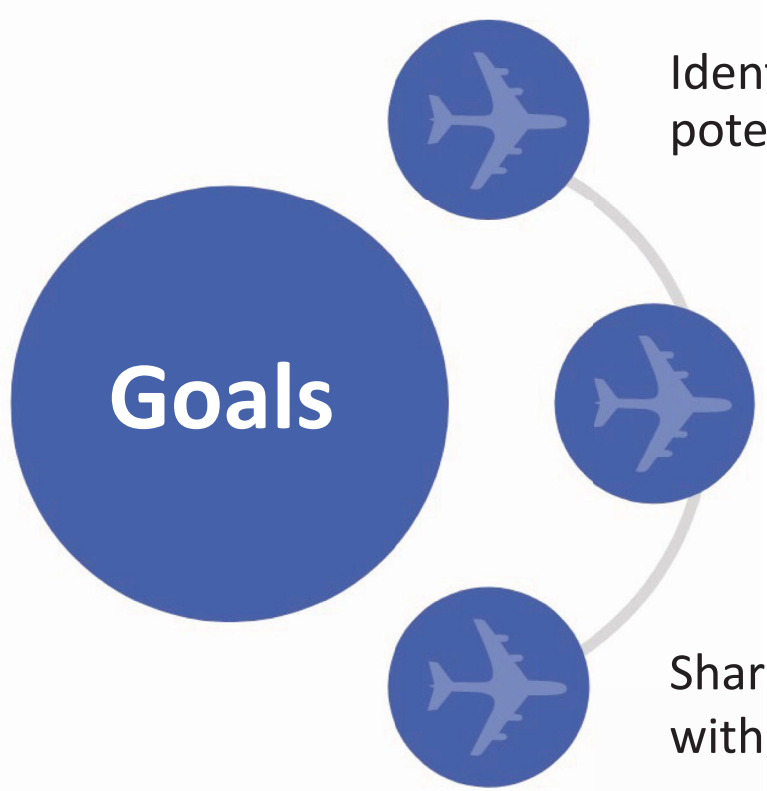
Part 150 has two technical elements:

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)

Planning Process



NEM Update Goals



Identify incompatible land uses potentially eligible for noise mitigation

Review implementation of the Noise Compatibility Program

Share pertinent data and information with the public

Note: *FAA requires that Noise Exposure Maps reflect existing and/or forecast conditions at all times – thus the need to update them on a regular basis.*

NCP Development

Objectives of Proposed Measures

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

Land Use Strategies

- 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

Programmatic Measures

- 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)

Roles and Responsibilities

BGPAA

- Project sponsor
- Contracts with consultant team
- Certifies the NEM is accurate and complete
- Submits NEM Update to the FAA for acceptance

FAA

- Provides federal funding for NEM Update
- Accepts NEM update
- Certification that the documentation meets federal regulations and guidelines

Consultant Team

- Overall project management, documentation, and outreach
- Aircraft noise analysis
- Land use compatibility analysis
- Aviation forecast and airfield analysis

Advisory Committees

- Review study inputs, assumptions, analyses, documentation, etc.
- Input, advice, and guidance related to NEM development

Public

- Provide input on study during comment period
- Review public draft documents

Advisory Committees

Technical Advisory Committee (TAC)

- Hollywood Burbank Airport
- Burbank-Glendale-Pasadena Airport Authority
- FAA Airport District Office and Air Traffic Control
- National Business Aviation Administration
- Four Airlines (Alaska, JetBlue, Southwest, Spirit)
- Three cargo carriers (FedEx, UPS, Harbor Freight)
- Two fixed-base operators (Atlantic Aviation and Million Air)
- LA County Airport Land Use Commission
- City of Burbank Land Use Planner
- City of Los Angeles Land Use Planner

Citizen's Advisory Committee (CAC)

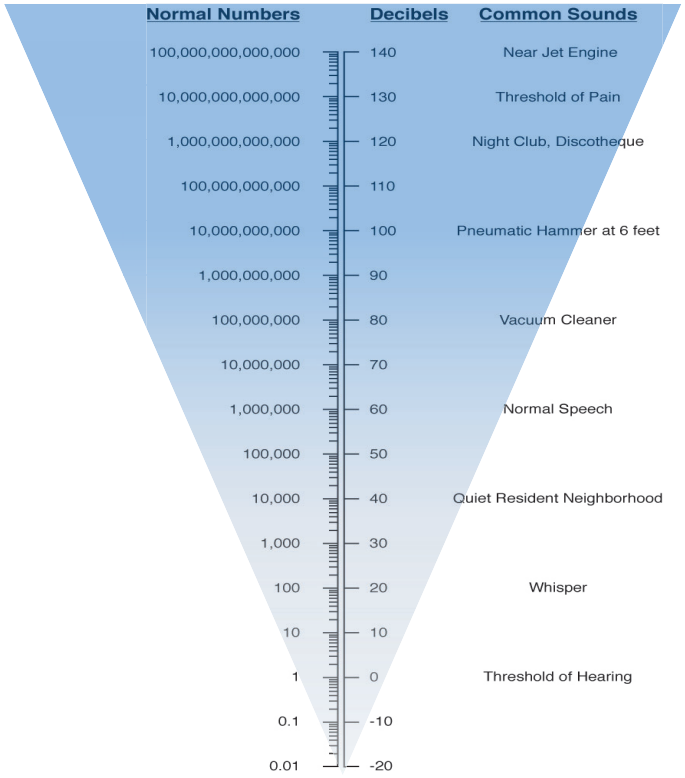
Three representatives each, from the cities of:

- Burbank
- Glendale
- Pasadena
- Los Angeles

Noise Terminology

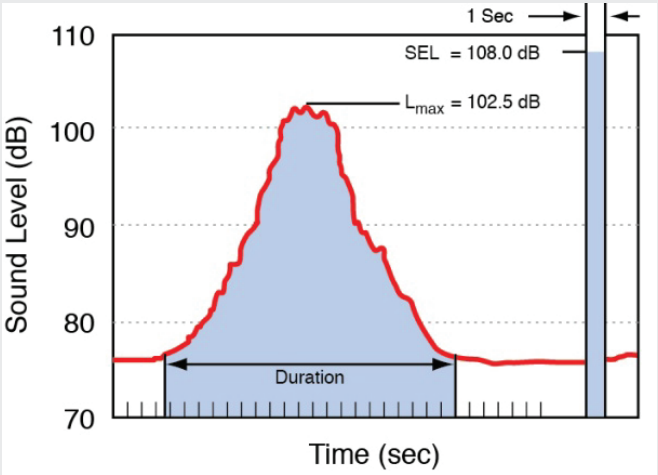
Reported in A-weighted decibels (dB)

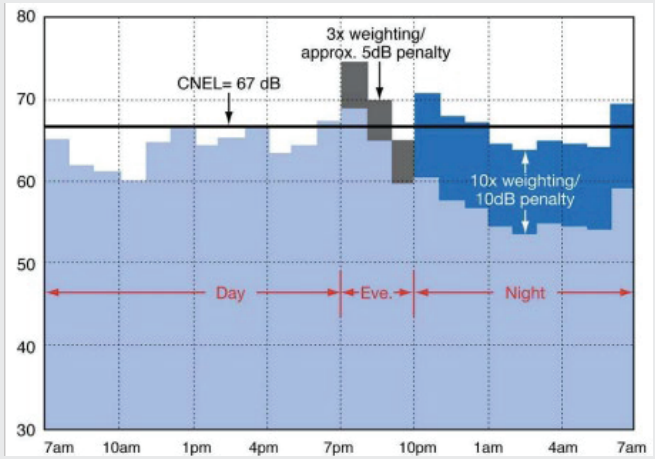
- Logarithmic scale base 10
- We hear sound pressures over a large range
- We perceive sounds in decibels



Noise Terminology

- Maximum Noise Level (L_{max})
- Single Event Noise Exposure Level (SENEL)
- Equivalent Sound Level (L_{eq})
- Community Noise Equivalent Level (CNEL)





Noise Terminology

Decibels

- The decibel **(dB)** is a complex logarithmic quantity based on sound pressure
- A-weighted decibels correlate well with how we hear

Noise Levels

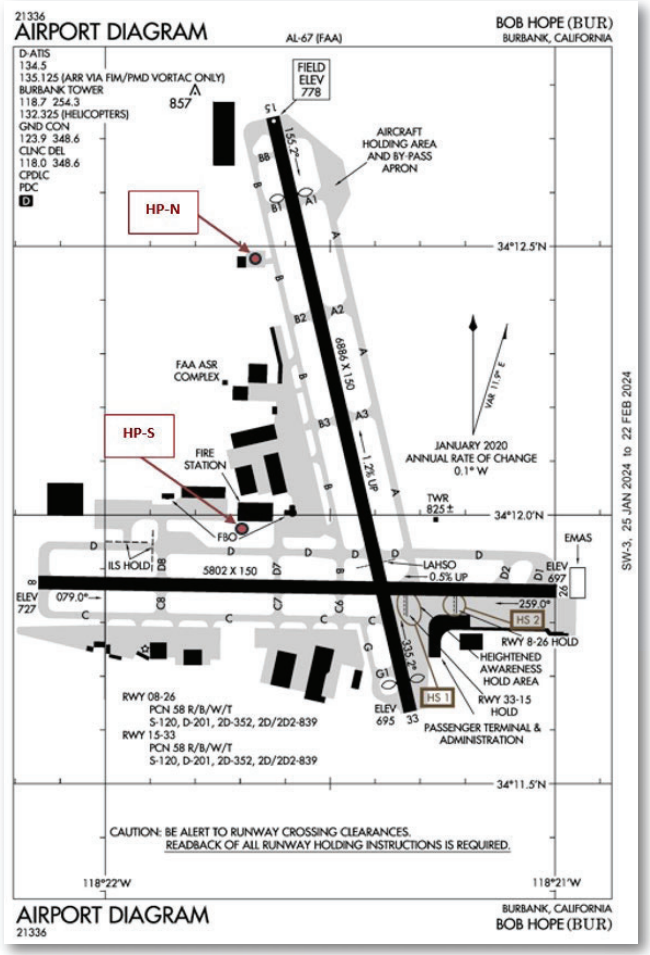
- Noise levels can be expressed many ways depending on their purpose, including but not limited to:
  - Instantaneous maximum noise levels (L_{max})
  - Single event dose (SEL)
  - Long-duration exposure (CNEL)

Part 150 Requirements

- FAA requires use of CNEL in a Part 150 study
- FAA Part 150 land use compatibility guidelines:
  - ***All land use is compatible with aircraft noise less than CNEL 65 dB***
  - Land use compatibility assessments use 5-dB contour bands
    - 65 to 70 dB
    - 70 to 75 dB
    - Greater than 75 dB

Airport Layout

Runway End	Elevation (ft. MSL)	Length (ft)	Landing Displaced Threshold (ft)	Magnetic Orientation (degrees)
08	727.4	5,802	-	
15	778.0	6,886	909	
26	697.3	5,802	-	
33	694.5	6,886	350	
HP-N	756.9	-	-	
HP-S	725.6	-	-	



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

FAA Terminal Area Forecast (TAF)

Terminal Area Forecast (TAF)

- Official FAA forecast of aviation activity for U.S. airports
- Prepared for major users of the National Airspace System including
  - Air carrier
  - Air taxi/commuter
  - General aviation
  - Military
- Meets the budget and planning needs of the FAA
- Provides information for use by state and local authorities, the aviation industry, and the public

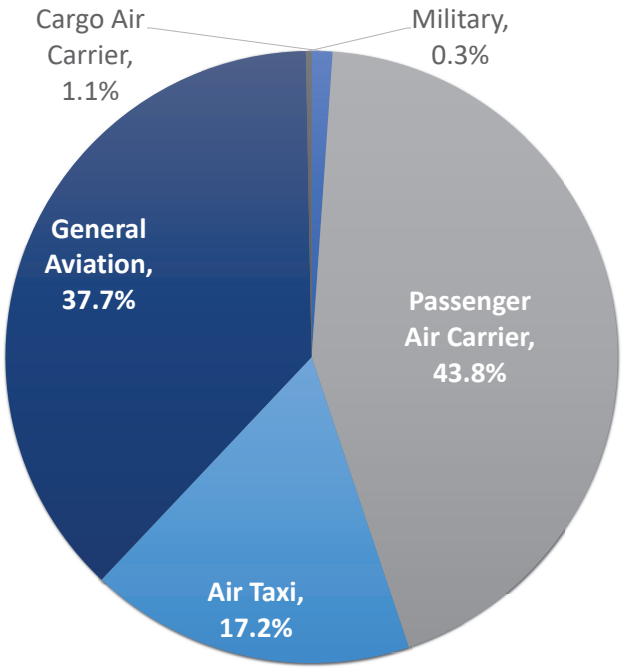
BUR Part 150

- The 2024 FAA TAF (published Feb 2025) is being used as the basis for the forecast aircraft operations at BUR.
  - Confirmed through independent forecasts

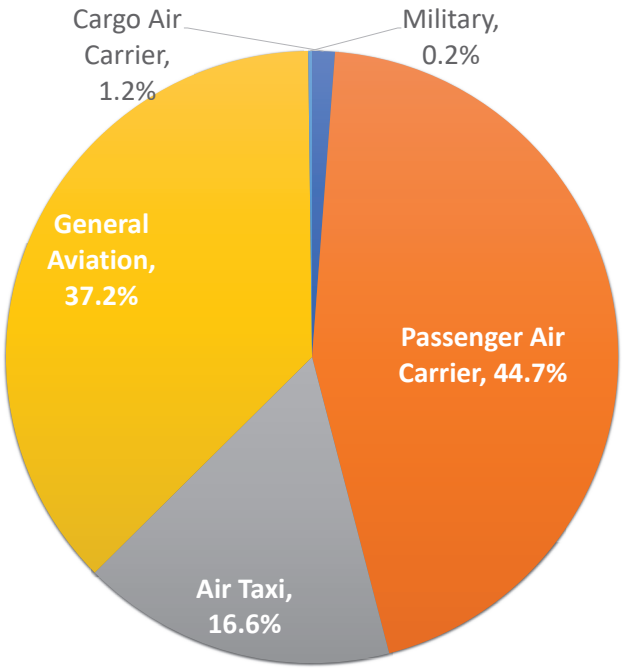
https://www.faa.gov/data_research/aviation/taf

Aircraft Summary by Category

2025 Operations



2030 Operations



- Most operations based on 2023 flight track and aircraft identification data from BUR Airport Noise & Operations Monitoring System (ANOMS™)
- Military operations based on 2023 FAA Traffic Flow Management System Counts (TFMSC) data

Noise Modeling Overview

Part 150 requires use of FAA's Aviation Environmental Design Tool (AEDT) noise modeling software.

- AEDT Version 3g was the most current version available at study's commencement (https://aedt.faa.gov)

AEDT requires noise model input data in three categories:

1 Aircraft Noise and Performance Data

- Aircraft performance profiles
- Noise level vs. distance curves

2 Airport Physical Inputs

- Runway end coordinates
- Ground engine runup locations
- Weather data
- Terrain data

3 Aircraft Operational Inputs

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

Noise Modeling Process

For Commercial and General Aviation Operations

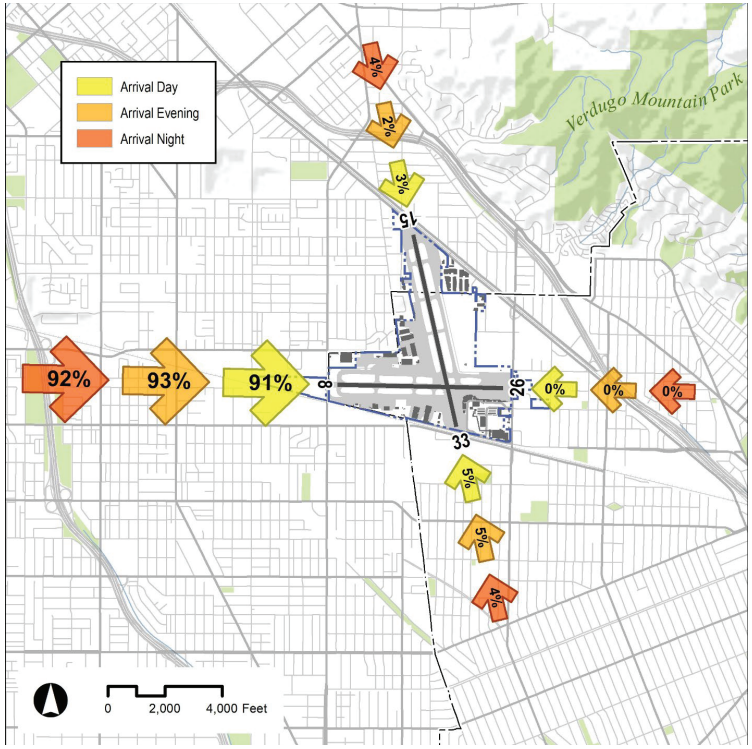
Base Year: 2/1/2023 through 1/31/2024

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

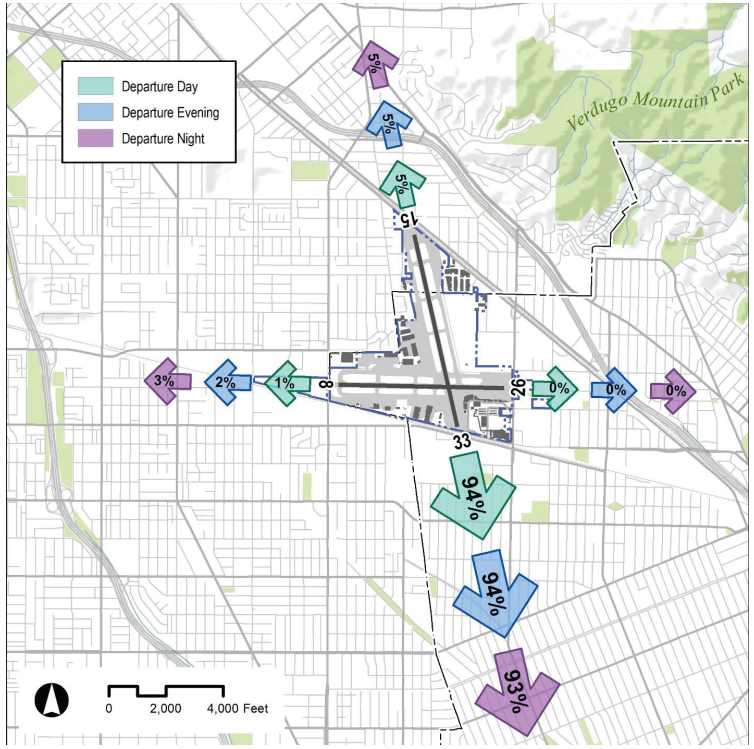
Existing and Forecast Conditions: 2025 & 2030

- Confirmation of FAA's Terminal Area Forecast (TAF)
- Scaled base year operations with updated fleet to TAF totals
- Developed model flight tracks for noise modeling

Runway Use

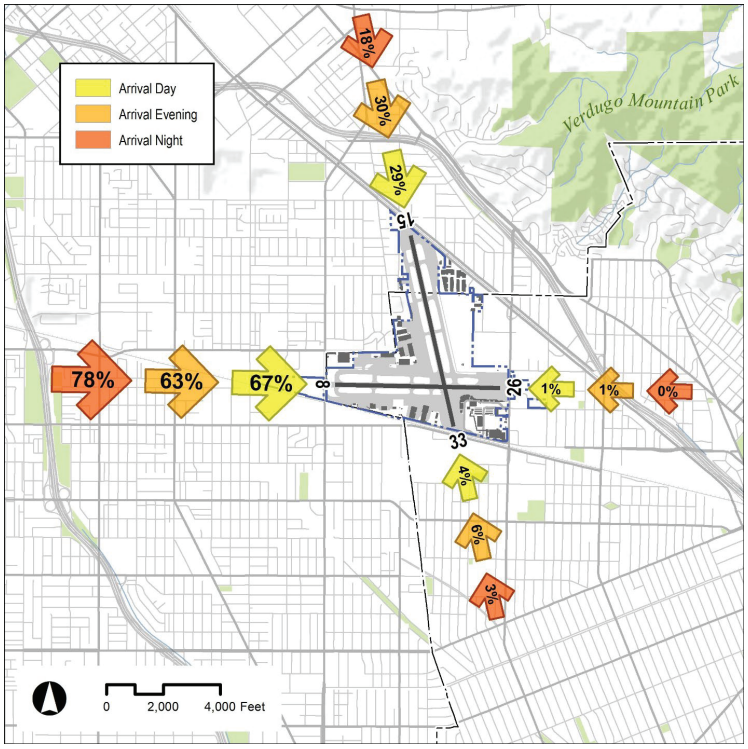


Jet Arrival Runway Use Percentages

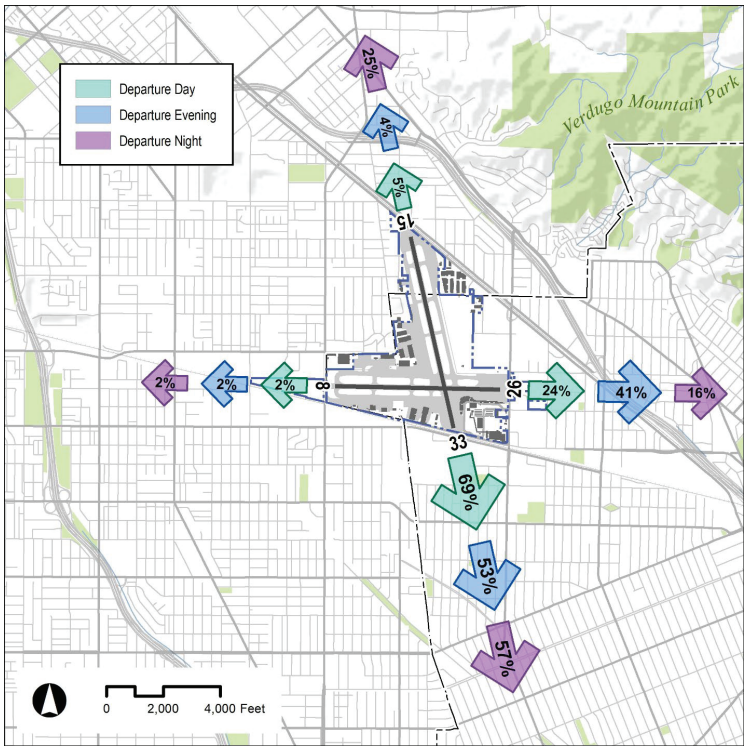


Jet Departure Runway Use Percentages

Runway Use



Non-Jet Arrival Runway Use Percentages



Non-Jet Departure Runway Use Percentages

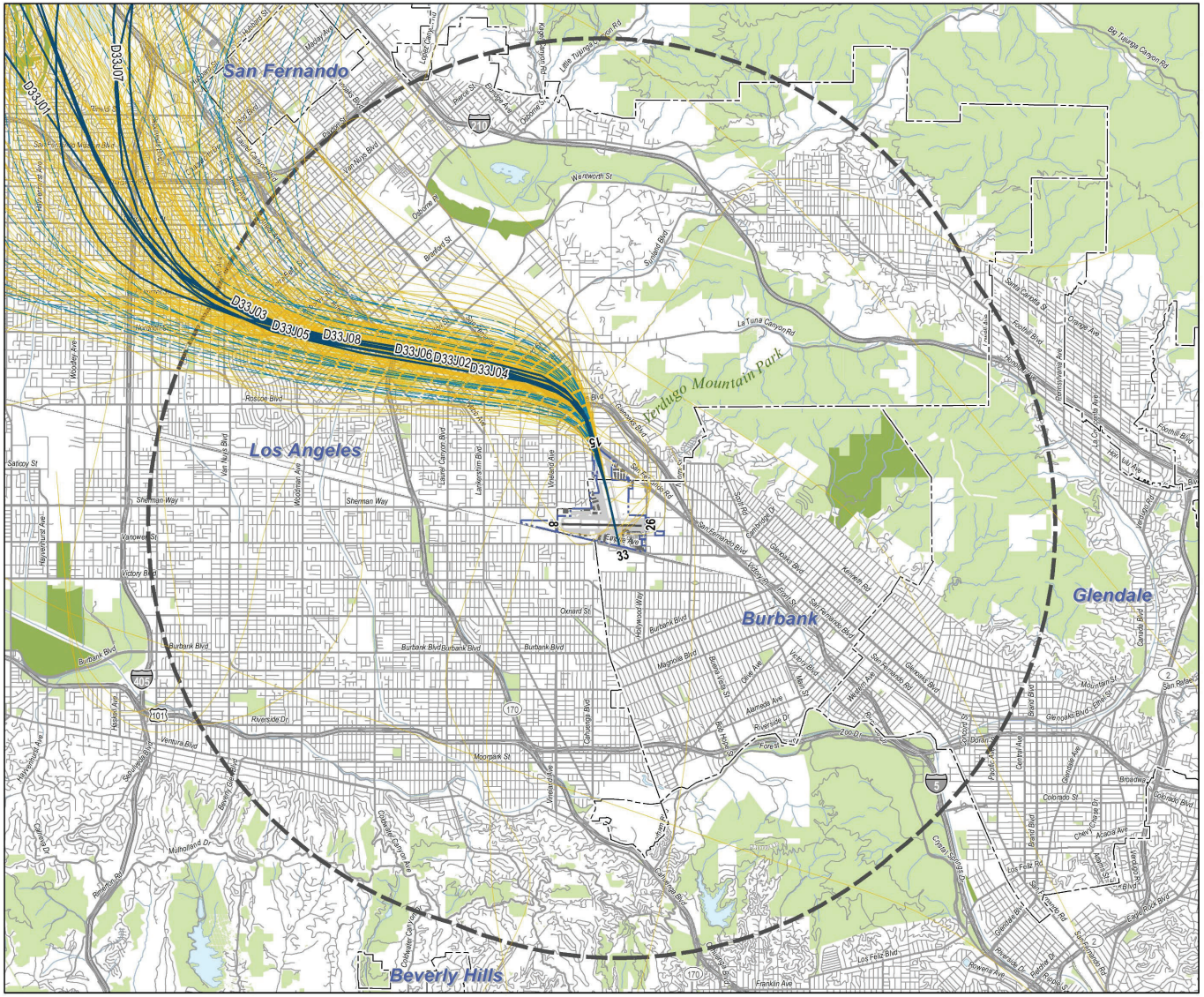


Figure 4-15:
Sample Modeled Departure Flight Tracks with Radar Departure Tracks

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

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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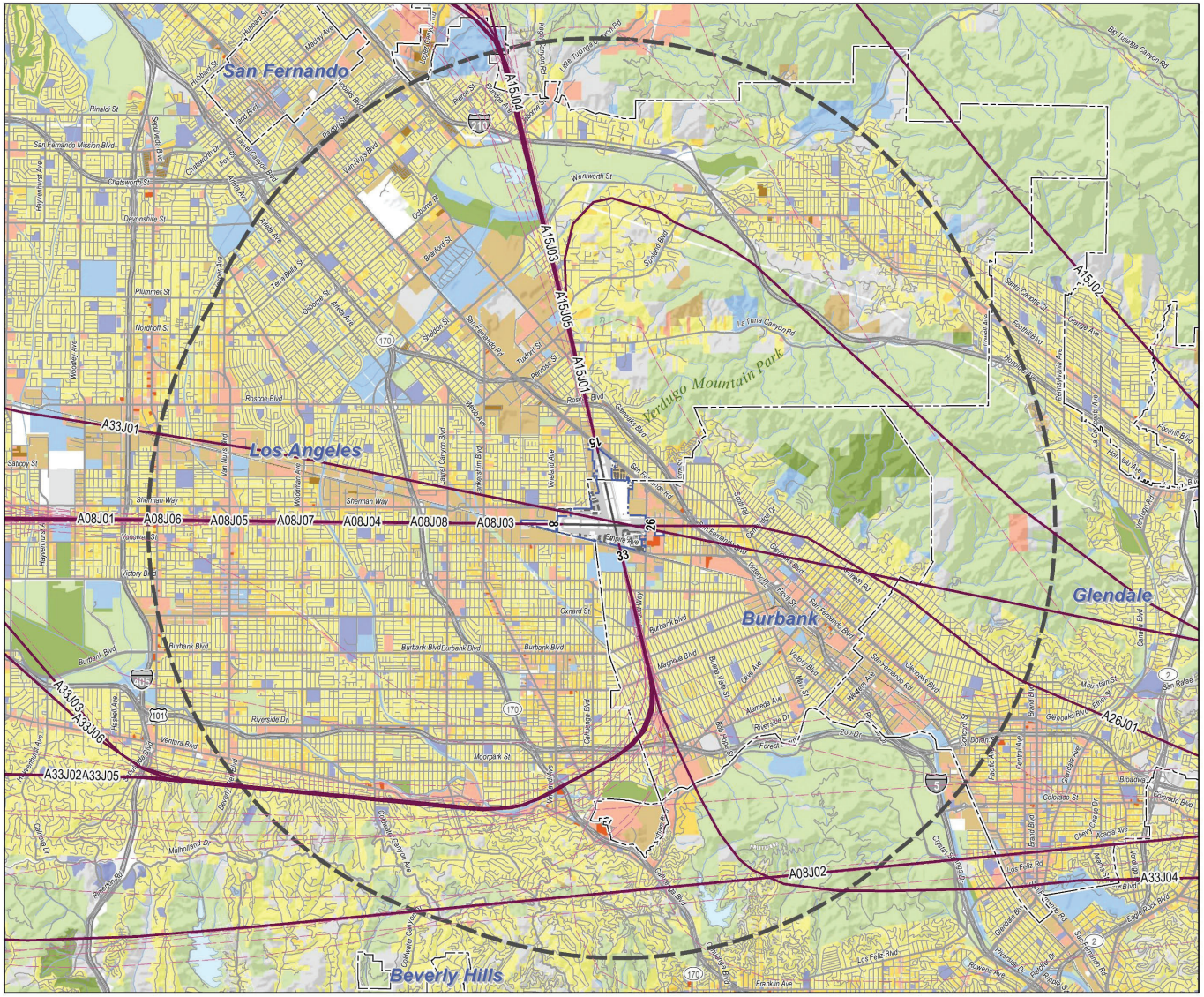

Hollywood Burbank Airport
Part 150 STUDY

Figure 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

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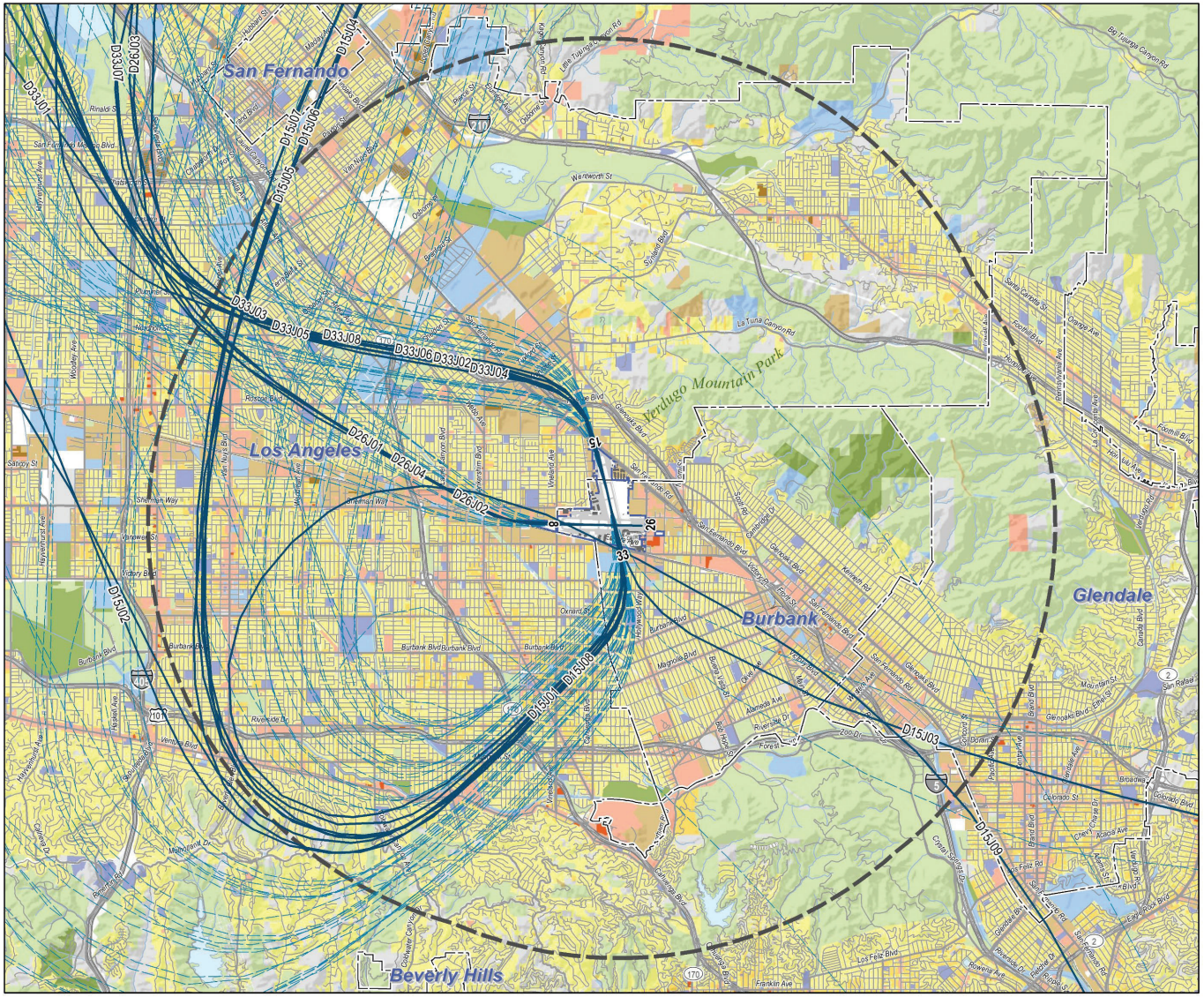

Hollywood Burbank Airport
Part 150 STUDY

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
- 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
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- Golf Course
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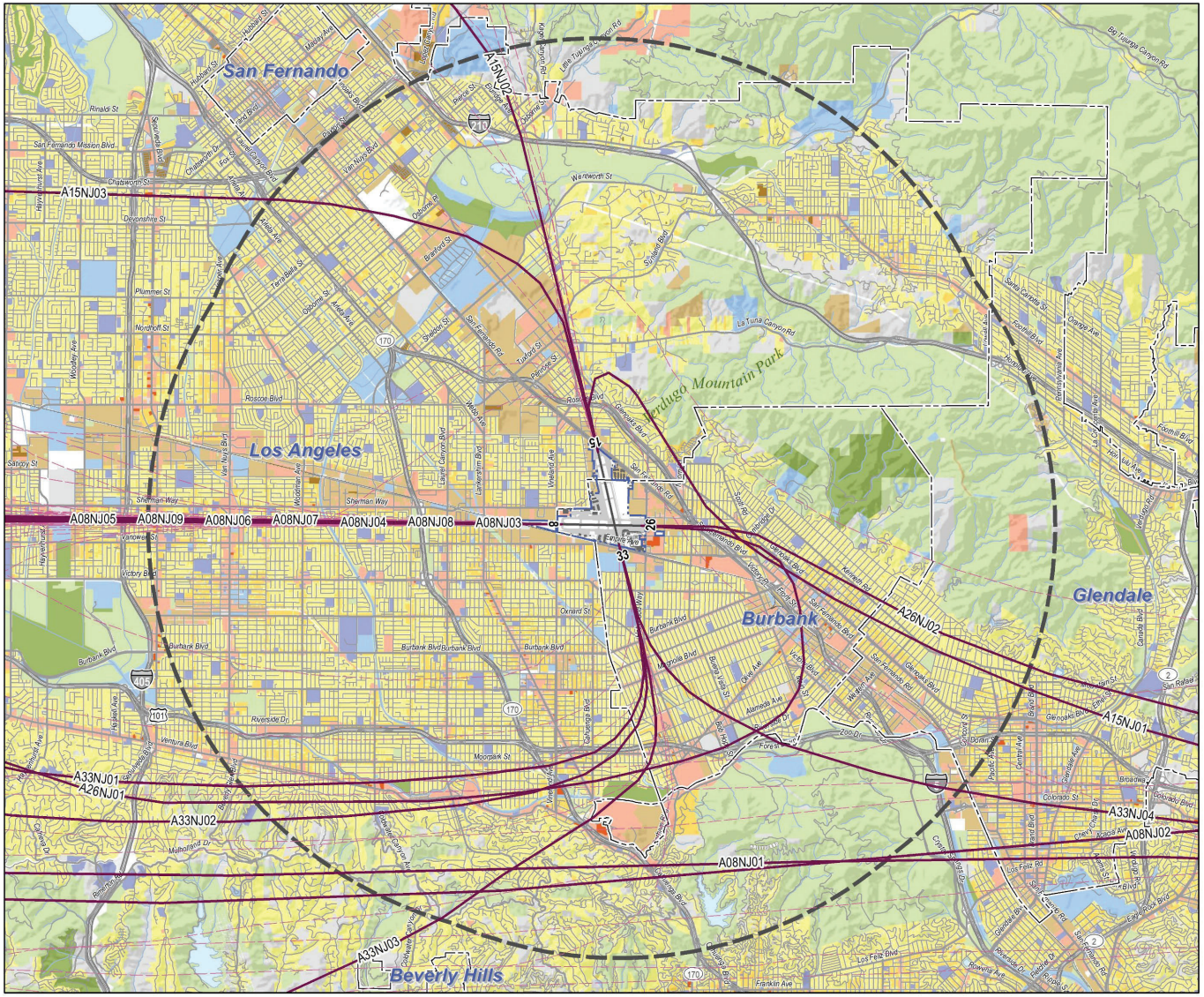

Hollywood Burbank Airport
Part 150 STUDY

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
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- Recreation / Open Space
- Golf Course
- Vacant / Undefined

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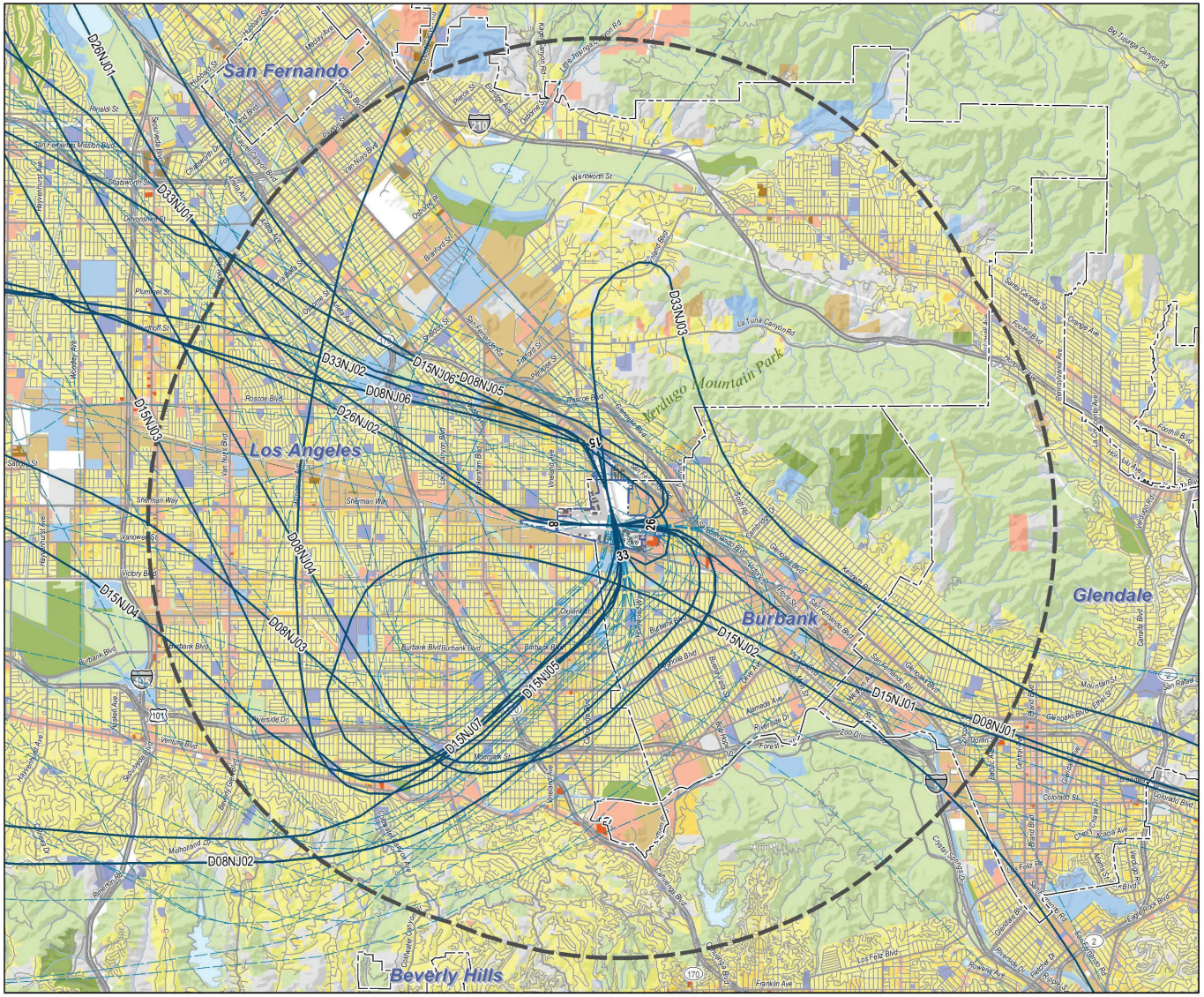

Hollywood Burbank Airport
Part 150 STUDY

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

- Modeled Departure Backbone Track (19)
- Modeled Dispersed Dispersed Track (46)
- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Study Area
- Building
- Railroad
- Single Family Residential
- Multi-Family Residential
- Mobile Home
- Transient Lodging
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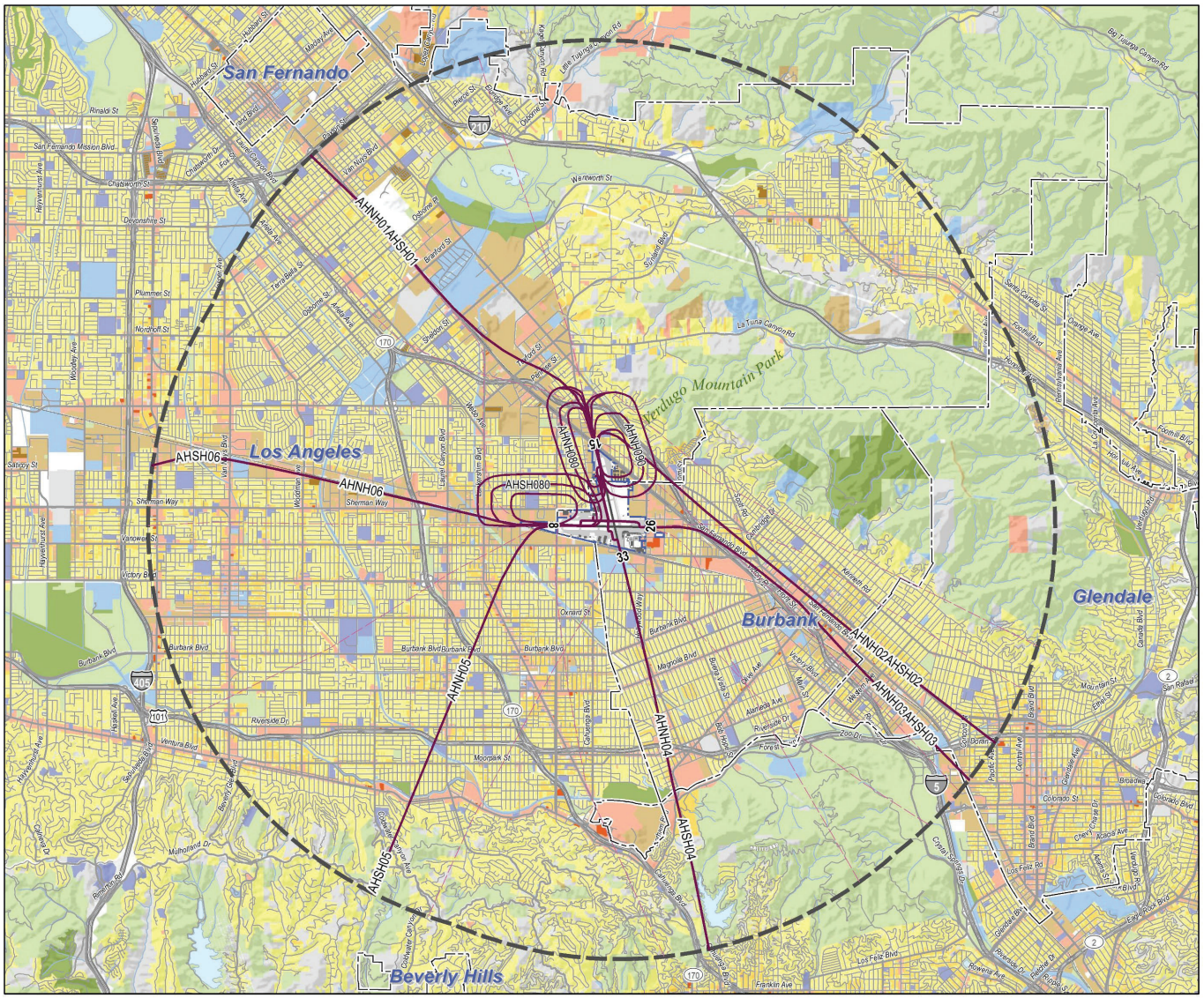
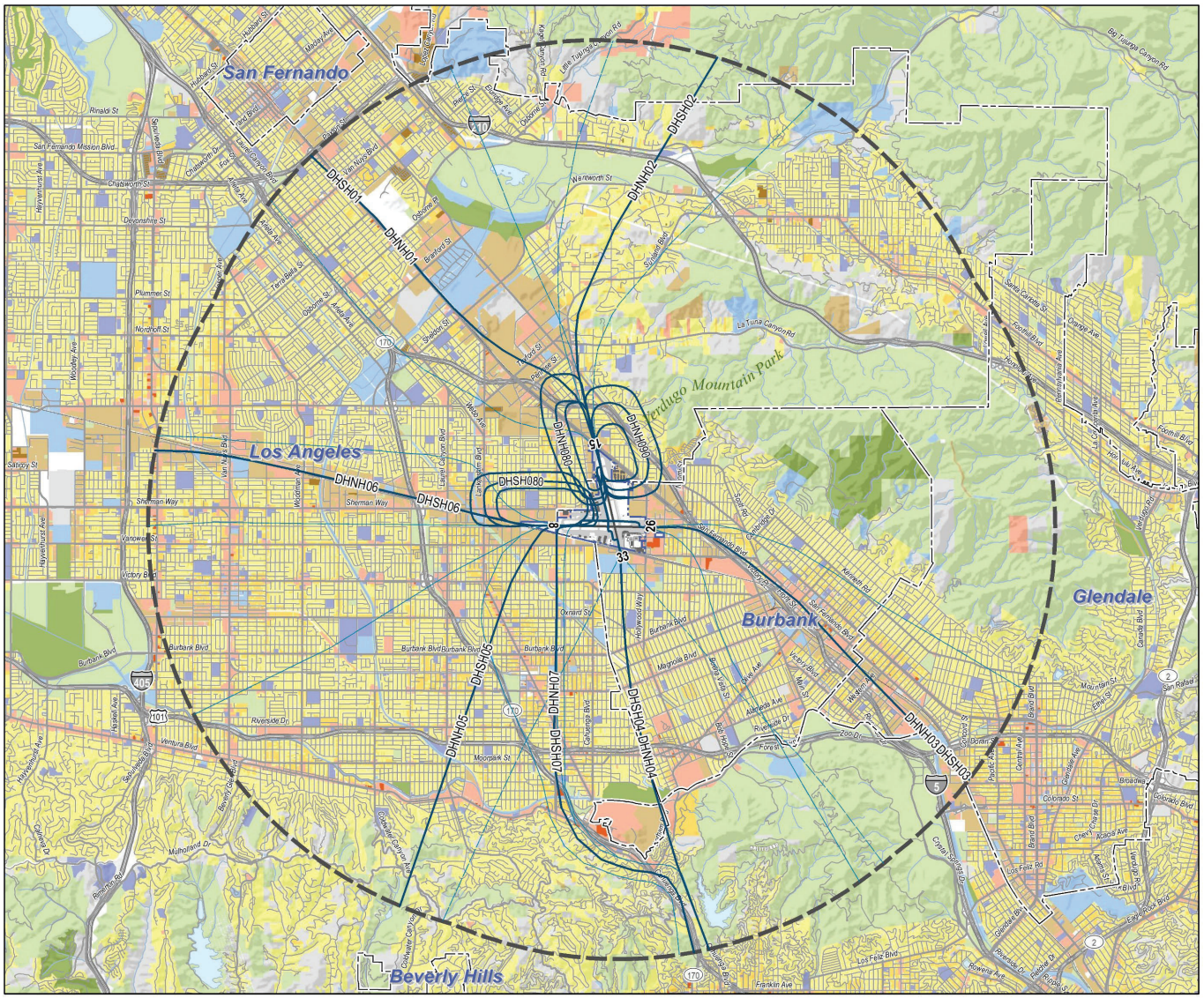


Hollywood Burbank Airport Part 150 STUDY

Figure 4-13:
Modeled Helicopter Arrival Flight Tracks



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
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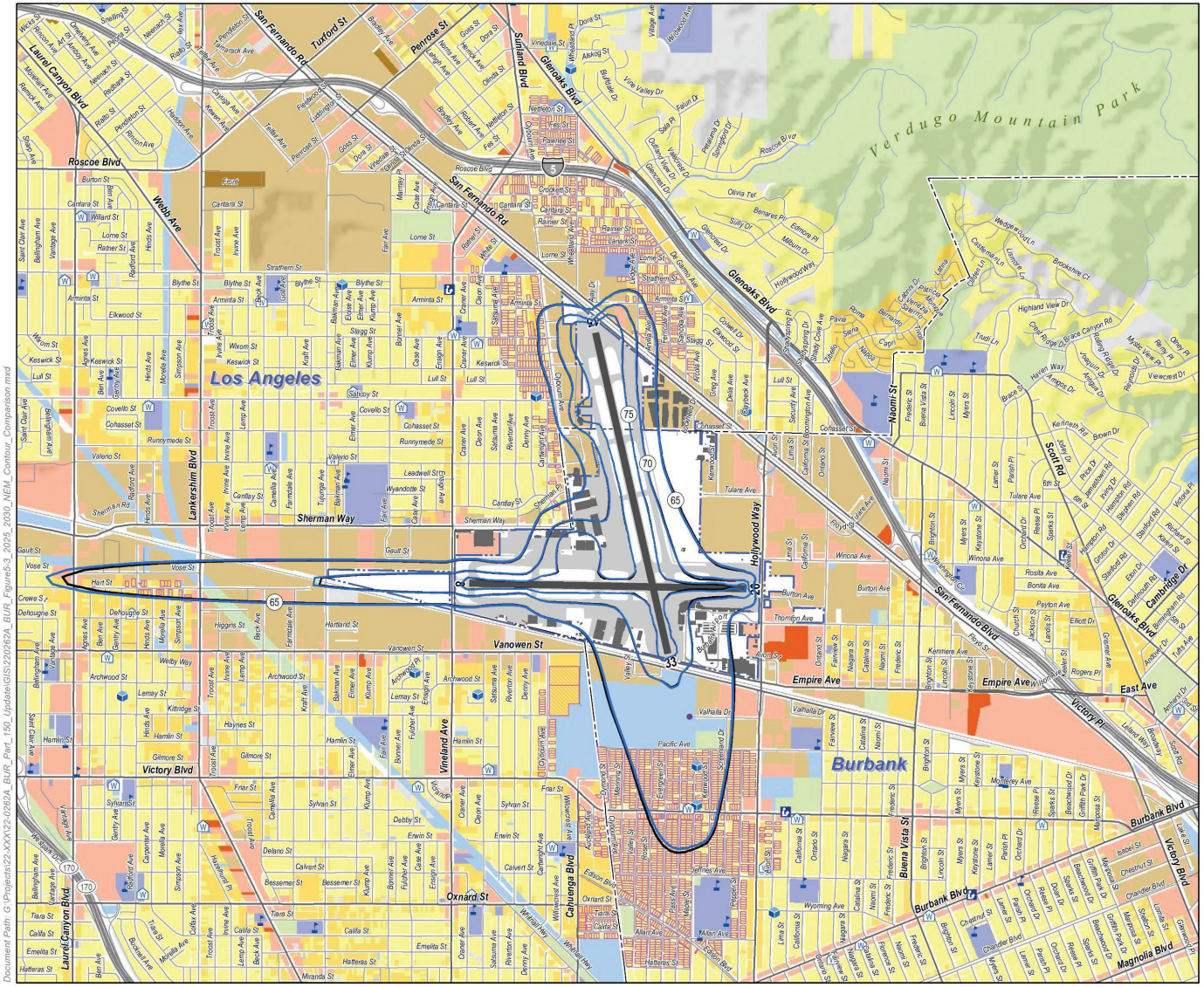
Noise Exposure Map (NEM)

The NEM document describes:

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

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


Los Angeles
Burbank
Verdugo Mountain Park
Roscoe Blvd
San Fernando Rd
Glenoaks Blvd
Laurel Canyon Blvd
Webb Ave
Lankershim Blvd
Sherman Way
Vanowen St
Victory Blvd
Vineland Ave
Oxnard St
Cahuenga Blvd
Hollywood Way
Empire Ave
San Fernando Blvd
Naomi St
Scott Rd
Cambridge Dr
East Ave
Victory Pl
Burbank Blvd
Buena Vista St
Magnolia Blvd
Turford St
Penrose St
Sunland Blvd
Olive Ter
Olivia Ter
Highland View Dr
Deep Rock Dr
Grace Canyon Rd
Mystic View Pl
Viewcrest Dr
Haven Way
Kenneth Rd
Brown Dr
Joleta Dr
Hamilton Rd
Stafford Rd
Eton Dr
Darlington Rd
Birmingham Rd
Rosita Ave
Bonita Ave
Peyton Ave
Winona Ave
Tulare Ave
Burton Ave
Thorntpe Ave
Kenmore Ave
Rogers Pl
Elliott Dr
Andover Dr
Tait Ave
Leland Way
Beverly
Scott Rd
Valhalla Dr
Pacific Ave
Monterey Ave
Chestnut St
Isabel St
Chandler Blvd
Griffith Park Dr
Beachwood Dr
Mariposa St
Stetson Ave
Glenwood Pl
Lomita St
Orchard Dr
Parish Pl
Lamer St
Myers St
Keystone St
Frederic St
Brighton St
Lincoln St
Naomi St
Niagara St
Catalina St
Fairview St
Ontario St
California St
Lima St
Alameda
Flower St
Church St
Jackson St
Landis St
Yeager Ave
Gaviota Ave
Andasol Ave
Rose Pl
Sparks St
Reese Pl
Wyoming Ave
Prospect Ave
Allan Ave
Eckert Blvd
Tabor St
Flower St
Fulton Ave
Bonner Ave
Kraft Ave
Balman Ave
Elmer Ave
Kump Ave
Case Ave
Ensign Ave
Crener Ave
Deon Ave
Saticoy St
Riverton Ave
Denny Ave
Cantlay St
Camellia Ave
Farmdale Ave
Tujunga Ave
Irvine Ave
Lamp Ave
Troost Ave
Rayford Ave
Hinds Ave
Morelia Ave
Simpson Ave
Gentry Ave
Ben Ave
Agnes Ave
Bellingham Ave
Saint Clair Ave
Vanalden Ave
Tiara St
Calfa St
Emelita St
Hatteras St
Miranda St
Whitsett Ave
Whitsett Way
Willowcrest Ave
Tobias Ave
Mapleton Dr
Oxford Rd
Wilkinson Ave
Fair Ave
Hartland St
Higgins St
Back Ave
Farmdale Ave
Leadwell St
Wyandotte St
Sherman Pl

Compatibility Guidelines

Part 150 requires the review of land uses surrounding an airport to determine land use compatibility associated with aircraft activity at the airport.

The FAA land use compatibility designations are contained in Part 150, Appendix A, Table 1.

The FAA considers all land uses with aircraft-related noise below DNL 65 as compatible. The FAA accepts the California noise standard of CNEL as a functional equivalent to DNL for this study.

Land Use	Yearly Day-Night Average Sound Level [DNL] in Decibels					
	<65	65-70	70-75	75-80	80-85	>85
Residential Use						
Other Residential	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, 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	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade	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), 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, 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

Land Use Assessment

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

Contour Interval	Population				Housing Units			
	2025		2030		2025		2030	
	Total	Non-compatible	Total	Non-compatible	Total	Non-compatible	Total	Non-compatible
65-70 CNEL	2,817	1,159	2,889	1,292	868	276	907	339
70-75 CNEL	13	7	13	5	3	1	2	0
>75 CNEL	0	0	0	0	0	0	0	0
Total within 65 CNEL	**2,830**	**1,166**	**2,902**	**1,297**	**871**	**277**	**909**	**339**

Source: HMMH, 2025

Notes:

(1)Population source data: U.S. Census, 2020

(2)Difference between the total and non-compatible is those housing units that received sound insulation treatment making them compatible with noise from aircraft operations

Hollywood Burbank Airport
Part 150 STUDY

Schedule

January 2024	Project Kick Off
February 2024	Data Collection and Study Protocol Development
January 30, 2025	Open House #1 (Study Introduction)
Spring 2025	Publish Draft NEM Document, 30-Day Review Period
May 22, 2025	Open House Meeting #2 (NEM Draft Document)
Summer 2025	Submit NEM to FAA, NCP Phase Begins
Spring 2026	Open House #3 (Draft NCP Recommendations)
Fall 2026	Open House #4 and Public Hearing (Draft NCP document)
November 2026	Submit NCP to FAA

Leave a Comment

Comment Form:
https://sur-vey.typeform.com/to/V0PugDM0

Find Out More

Website:
www.hollywoodburbankairport.com/noise/part-150-study-update

Hollywood-Burbank Airport Part 150 Study

Community Open House #2 – Summary Report

Thursday, May 22, 2025

I. Introduction

The Burbank-Glendale-Pasadena Airport Authority ("Authority") is updating the Hollywood Burbank Airport (BUR or "Airport") Noise Compatibility Study in accordance with the Federal Aviation Administration's (FAA's) process codified under Title 14, Part 150 of the Code of Federal Regulations ("Part 150"). A Part 150 Study is a voluntary, federally funded and supervised formal process for airport operators to address aircraft noise in terms of land use compatibility.

II. Open House Overview

The Hollywood-Burbank Airport Authority held the second Part 150 Community Open House on May 22, 2025, at the Burbank Elks Lodge from 6:30-8:30 PM. The open house was the second opportunity for the public to learn about the study and ask questions to project team and provide public comment on the draft Noise Exposure Map. A total of 20 community members attended.

During the open house meeting, information was presented via a series of printed boards arranged in an open, walk-up format that encouraged community engagement and showed a comprehensive overview of the Hollywood Burbank Airport Noise Compatibility Study.

The open house boards, which can be viewed in **Appendix A**, were organized into six information stations guiding visitors through key aspects of the study from historical context, technical definitions, the processes for updating the Noise Exposure Map, and the noise modeling results. The display boards were categorized as follows:

1. Airport History
2. Part 150 Overview
3. Noise Terminology
4. Aviation Forecast
5. Noise Modeling
6. Noise Modeling Results

Study staff were stationed at each board and offered additional explanations, answered questions, and engaged in discussion. Providing study team members at each station ensured that attendees could explore the exhibits at their own pace while gaining a better understanding of the study's key components and review the draft noise exposure map results. An interactive map featuring the 2030 Noise Contours Map was also available for members of the public to explore. To view images from the open house meeting please click here.

Written Public Comments

A designated comment area was provided to encourage the public to submit written feedback on the study. A copy of the draft Noise Exposure Map was provided for participants to reference, as needed. In total, eleven comment cards were submitted at the second open house meeting. All written comments were documented and reviewed for consideration by the study team and are documented in **Appendix B**.

III. Notification

A trilingual (English, Spanish, and Armenian) targeted notification campaign was developed to announce the second community open house for the Part 150 Study. The robust notification campaign, which can be viewed in **Appendix C**, included: postcard mailer, door to door flyer distribution, public counter outreach, four paid advertisements published in local publications for each language, organic social media posts, and meeting electronic notifications.

Notification included the following methods:

- Postcard mailer
- Targeted door-to-door flyer distribution
- Public counter flyer distribution
- 4 weekly E-Blasts
- Organic social media posts via Airport Authority social portals, including Airport Authority website, Facebook, and X.
- Trilingual print and online newspaper advertisements in the following publications: *MyBurbank, Burbank Leader, El Clasificado* (Spanish)*, and Asbarez* (Armenian).

IV. Next Steps

The third community open house is tentatively scheduled to be held in spring 2026.

V. Appendix

Appendix A
- Display Boards

Appendix B
- Comment Cards

Appendix C
- Meeting Notification

Hollywood Burbank Airport

Part 150 STUDY

The Burbank-Glendale-Pasadena Airport Authority is updating the Hollywood Burbank Airport Noise Compatibility Study (Part 150 Study) in accordance with Title 14 CFR Part 150. A Part 150 Study is a voluntary, federally funded and supervised formal process for airport operators to address aircraft noise in terms of land use compatibility.

Visit the website to review the maps and provide your comments! →

https://qrco.de/BURPart150

JOIN US for an Open House

to review the draft Noise Exposure Maps (NEM) and share your input. This is a key step in updating the airport's Noise Compatibility Program, which aims to address incompatible land uses identified in the maps. Be part of this important process!

Thursday, May 22, 2025
6:30 – 8:30 PM

Burbank Elks Lodge
2232 N Hollywood Way, Burbank, CA 91505
Located behind the Public Storage facility.

Habrá interpretación en español disponible.
Visite el sitio web para más información.

Հայերեն թարգմանությունը հասանելի կլինի:
Լրացուցիչ տեղեկությունների համար այցելեք կայք:

Hollywood Burbank Airport Part 150 STUDY

The Burbank-Glendale-Pasadena Airport Authority is updating the Hollywood Burbank Airport Noise Compatibility Study (Part 150 Study) in accordance with Title 14 CFR Part 150. A Part 150 Study is a voluntary, federally funded and supervised formal process for airport operators to address aircraft noise in terms of land use compatibility.

JOIN US for an Open House

to review the draft Noise Exposure Maps (NEM) and share your input. This is a key step in updating the airport's Noise Compatibility Program, which aims to address incompatible land uses identified in the maps. Be part of this important process!

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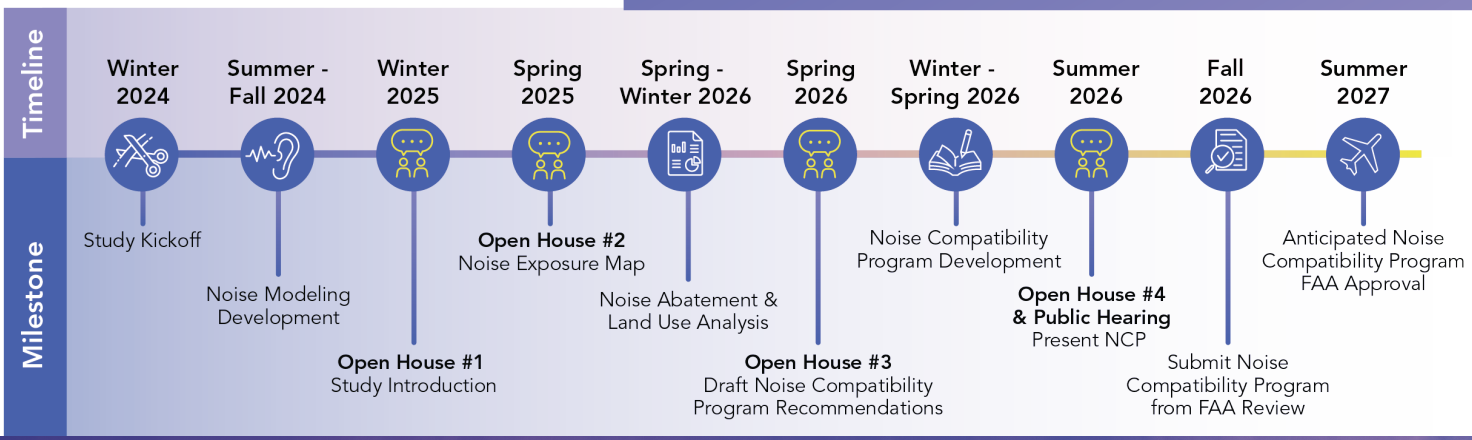
Հայերեն թարգմանությունը հասանելի կլինի:
Լրացուցիչ տեղեկությունների համար այցելեք կայք:

Study Timeline



Get Involved

The Part 150 Study is committed to proactive, two-way communication throughout the study process. For more information and to provide comments on the study, visit our webpage.

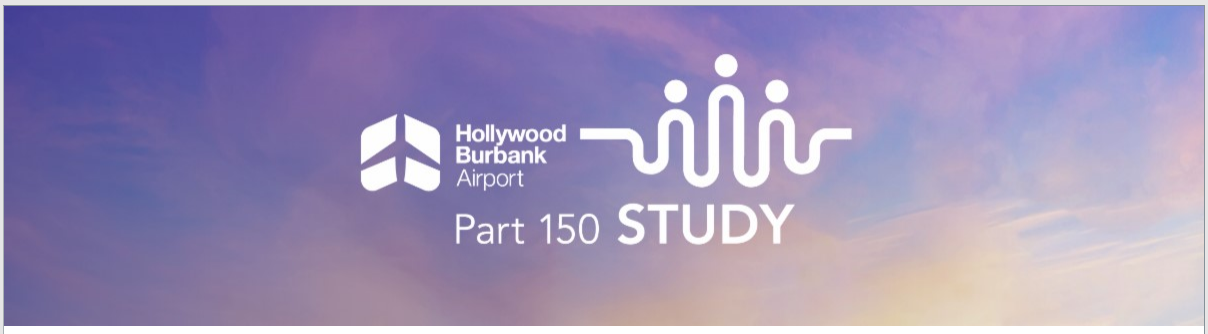
Visit the website to review the maps and provide your comments!

BURPart150Study@arellanoassociates.com

https://qrco.de/BURPart150

From: Hollywood-Burbank Airport <burpart150study@arellanoassociates.com>
Sent: Tuesday, May 6, 2025 4:38 PM

Subject: Join us for the Part 150 Study Open House!



Haga clic aquí para español
Ընտրեք սա հայերենի համար

Join us for an Open House!

We invite you to attend the second open house for the Hollywood-Burbank Airport Noise Compatibility Planning Study. Don't miss this opportunity to review the recently updated draft Noise Exposure Maps, ask questions, and share your feedback with the project team.

Open House Details

Thursday, May 22, 2025
6:30 – 8:30 PM

Burbank Elks Lodge
Located behind the Public Storage facility
2232 N Hollywood Way
Burbank, CA 91505

Spanish and Armenian interpretation will be provided. Accommodations and additional interpretations are available by emailing BURPart150Study@arellanoassociates.com. Requests must be made at least 72 hours in advance of a scheduled meeting.

Study Overview

The Burbank-Glendale-Pasadena Airport Authority ("Authority") is updating the Hollywood Burbank Airport (BUR or "Airport") Noise Compatibility Study in accordance with the Federal Aviation Administration's (FAA's) process codified under Title 14, Part 150 of the Code of Federal Regulations ("Part 150"). A Part 150 Study is a voluntary, federally funded and supervised formal process for airport operators to address aircraft noise in terms of land use compatibility.

Get Involved

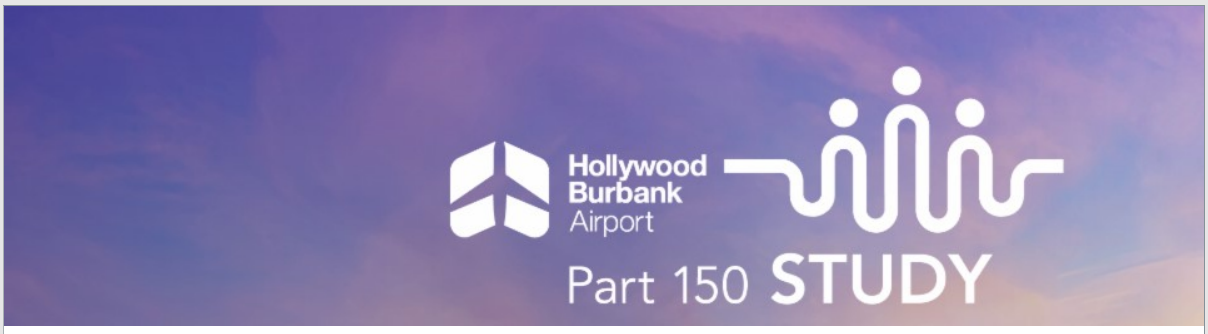
The Part 150 Study is committed to proactive, two-way communication throughout the study process. For more information and to provide comments on the study, visit our webpage https://qrco.de/BURPart150 or send us an email at BURPart150Study@arellanoassociates.com.

Hollywood Burbank Airport | 2627 N Hollywood Way | Burbank, CA 91505 US

Unsubscribe | Update Profile | Constant Contact Data Notice

From: Hollywood-Burbank Airport <burpart150study@arellanoassociates.com>
Sent: Tuesday, May 13, 2025 4:49 PM

Subject: Reminder: Join us for the Part 150 Study Open House!



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Draft Noise Exposure Maps Now Available!

The Burbank-Glendale-Pasadena Airport Authority has released the draft Noise Exposure Maps and is now accepting public comments. You can review the maps online at https://qrco.de/BURPart150 or in-person at one of the following locations:

1. **Burbank City Hall (Mayor's Office)** | 275 E Olive Ave, Burbank, CA 91502
2. **Burbank City Hall (Clerk's Office)** | 275 E Olive Ave, Burbank, CA 91502
3. **Sun Valley Branch Library** | 7935 Vineland Ave, Sun Valley, CA 91352
4. **Pasadena City Hall** |100 Garfield Ave, Pasadena, CA 91101
5. **Pasadena Public Library** | 285 E Walnut St, Pasadena, CA 91101

Please note: Location hours may vary and are subject to change.
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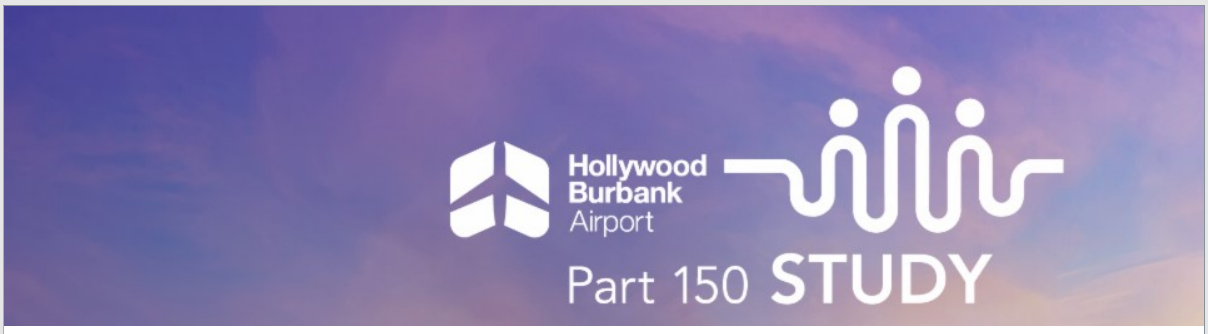
Hollywood Burbank Airport | 2627 N Hollywood Way | Burbank, CA 91505 US

Unsubscribe | Update Profile | Constant Contact Data Notice

From: Hollywood-Burbank Airport <burpart150study@arellanoassociates.com>
Sent: Thursday, May 22, 2025 10:04 AM

Subject: Reminder: Join us Tonight for the Part 150 Study Open House!



Haga clic aquí para español
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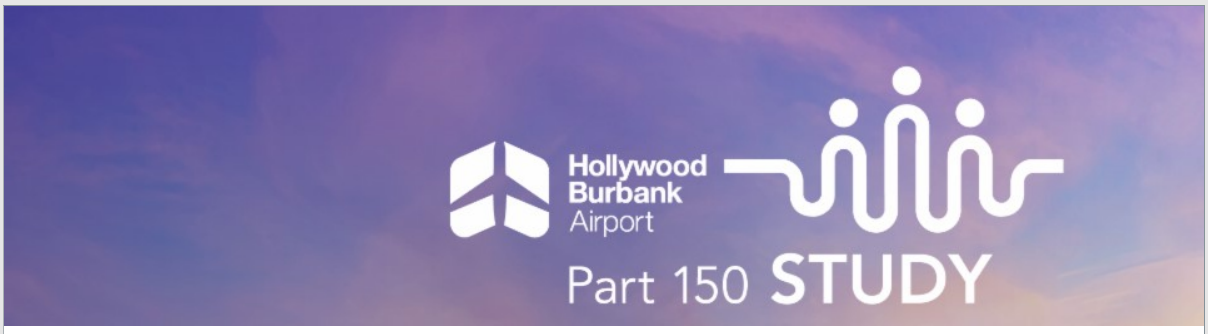
Hollywood Burbank Airport | 2627 N Hollywood Way | Burbank, CA 91505 US

Unsubscribe | Update Profile | Constant Contact Data Notice

From: Hollywood-Burbank Airport <burpart150study@arellanoassociates.com>
Sent: Friday, May 30, 2025 9:55 AM

Subject: Thank You for Joining Us!



Haga clic aquí para español
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Thank You for Joining Us!

Thank you for joining us at the second Hollywood Burbank Airport Part 150 Study Open House! Your participation and feedback are important to our study process, and we look forward to keeping you involved as the study continues.

If you weren't able to attend the recent open house, we've got you covered! You can access the meeting exhibits at the links below:

- **Display Boards: (**English **|** Spanish **|** Armenian**)**

We value your input and encourage you to review these resources. If you have any feedback or questions, please contact us at BURPart150Study@arellanoassociates.com.

Draft Noise Exposure Maps Now Available!

The Burbank-Glendale-Pasadena Airport Authority has released the draft Noise Exposure Maps and is accepting public comments through June 14, 2025. You can review the maps online at https://qrco.de/BURPart150 or in-person at one of the following locations:

1. Burbank Airport Administrative Offices | 2627 N Hollywood Way, Burbank CA 91505
2. Burbank City Hall (Mayor's Office) | 275 E Olive Ave, Burbank, CA 91502
3. Burbank City Hall (Clerk's Office) | 275 E Olive Ave, Burbank, CA 91502
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5. Pasadena City Hall |100 Garfield Ave, Pasadena, CA 91101

6. Pasadena Public Library | 285 E Walnut St, Pasadena, CA 91101

To provide your comments, please email us at BURPart150Study@arellanoassociates.com by June 14, 2025.

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Hollywood Burbank Airport | 2627 N Hollywood Way | Burbank, CA 91505 US

Unsubscribe | Update Profile | Constant Contact Data Notice

Hollywood Burbank Airport - BUR
May 21 at 2:23 PM ·

The Noise Exposure Maps for the Hollywood Burbank Airport Part 150 Study are available for review on our webpage! Provide your comments and be part of this important process. Have questions? Join us for our second open house this week to speak with the team and get your questions answered. ✈️

📅 Date: May 22, 2025
🕕 Time: 6:30 PM - 8:30 PM
📍 Location: Burbank Elks Lodge, 2332 N Hollywood Way, Burbank, CA 91505

We hope to see you there!

For more information and to provide comments on the maps, visit: https://qrco.de/BURPart150

1

Hollywood Burbank Airport

Մաս 150 Ուսումնասիրութիւն

Բերբենք-Գլենդել-Փասադենա Օդանաւակայանի աղմուկի համատեղելիութեան ուսումնասիրութիւնը (մաս 15 ուսումնասիրութիւն)՝ համաձայն Title 14 CFR Part 150-ի: Մաս 150 Ուսումն ասիրութիւնը՝ կամաւոր, դաշնային կառավարութեան կողմից ֆինանսաւորուող եւ վերահսկուող պաշտօնական գործընթաց է օդանաւակայանի մեքենավարների համար: Օդանաւերի աղմուկի հողօգտագործման համատեղելիութեան տեսանկիւնից

Այցելէք կայք՝ քարտէզները ծանօթանալու եւ ձեր մեկնաբանութիւնները տալու համար:

https://qrco.de/BURPart150

ՄԻԱՑԷՔ ՄԵԶ Բաց Դռների համար

Որպէսզի վերանայէք Աղմուկի ազդեցութեան քարտէզները (NEM) եւ կիսուէք ձեր կարծիքներով: Սա առանցքային քայլ է օդանաւակայանի Աղմուկի համատեղելիութեան ծրագրի թարմացման համար, որի նպատակն է լուծել քարտէզներում նշուած անհամատեղելի հողօգտագործումները: Եղէք այս կարեւոր գործընթացի մի մասը:

Հինգշաբթի, 2025թ.Մայիսի 22, ժամը 18:30-20:30

Burbank Elks Lodge
2232 N Hollywood Way
Burbank, CA 91505

Գտնւում է հանրային պահեստաւորման կենտրոնի յետեւում:

Հայերէն թարգմանութիւնը հասանելի կը լինի: Լրացուցիչ տեղեկութիւնների համար այցելէք կայքը:

Գործազրկութեան նպաստից մինչեւ հաշմանդամութեան նպաստն եւ վճարովի ընտանեկան արձակուրդ: Մենք կ՛օգնենք ձեզ այդ հարցում: **Ուղիղ դեպոզիտն այժմ հասանելի է:**

EDD
edd.ca.gov

Affirming Support for Syunik, France Opens Honorary Consulate in Goris

JUNE 2, 2025

Armenia's Police Chief Fired

JUNE 2, 2025

Teach For Armenia's L.A. Fundraising Dinner Unites Communities Across Continents

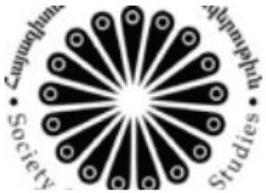
JUNE 2, 2025

MAY 29, 2025

Lessons from a Momentous Decision

MAY 28, 2025

LATEST



SAS Awards Graduate Research and Conference Grants to Armenian Studies Students

COMMUNITY

Teach For Armenia's L.A. Fundraising Dinner Unites Communities Across Continents

NATIONAL INTERNATIONAL

Hollywood Burbank Airport

Part 150 STUDY

The Burbank-Glendale-Pasadena Airport Authority is updating the Hollywood Burbank Airport Noise Compatibility Study (Part 150 Study) in accordance with Title 14 of the Code of Federal Regulations Part 150. A Part 150 Study is a voluntary, federally funded and supervised formal process for airport operators to address aircraft noise in terms of land use compatibility.

JOIN US for an Open House

to review the draft Noise Exposure Maps (NEM) and share your input. This is a key step in updating the airport's Noise Compatibility Program, which aims to address incompatible land uses identified in the maps. Be part of this important process!

Thursday, May 22, 2025
6:30 – 8:30 PM

Burbank Elks Lodge
2232 N Hollywood Way
Burbank, CA 91505

Located behind the Public Storage facility.

Habrá interpretación en español disponible. Visite el sitio web para más información.

Հայերեն թարգմանությունը հասանելի կլինի:
Լրացուցիչ տեղեկությունների համար այցելեք կայք:

Visit the website to review the maps and provide your comments!

https://qrco.de/BURPart150

Hollywood Burbank Airport

Estudio Parte 150

La Autoridad del Aeropuerto de Burbank-Glendale-Pasadena (Autoridad) está actualizando el Estudio de Compatibilidad del Ruido del Aeropuerto de Hollywood Burbank (BUR o Aeropuerto) (Estudio o Estudio de la Parte 150) de acuerdo con el proceso de la Administración Federal de Aviación (FAA, por sus siglas en inglés) codificado en el Título 14, Parte 150 del Código de Reglamentos Federales (Parte 150). El Estudio de la Parte 150 es un proceso formal voluntario, financiado y supervisado por el gobierno federal para que los operadores aeroportuarios aborden el ruido de las aeronaves en términos de compatibilidad con el uso de la tierra.

¡Visite el sitio web para revisar los mapas y compartir sus comentarios!

https://qrco.de/BURPart150

ACOMPÁÑANOS a una Casa Abierta

para revisar los Mapas de Exposición al Ruido (NEM, en inglés) y compartir su opinión. Este es un paso clave para actualizar el Programa de Compatibilidad de Ruido del aeropuerto, el cual busca abordar los usos de suelo incompatibles que se identifican en los mapas. ¡Sé parte de este importante proceso!

Jueves, 22 de mayo de 2025

Visítenos entre las 6:30 y las 8:30 p.m.

Burbank Elks Lodge
2232 N Hollywood Way
Burbank, CA 91505

Ubicado detrás de la instalación de Public Storage.

Habrá interpretación en español disponible. Visite el sitio web para más información.

0047-1925

Hollywood Burbank Airport

Estudio Parte 150

La Autoridad del Aeropuerto de Burbank-Glendale-Pasadena (Autoridad) está actualizando el Estudio de Compatibilidad del Ruido del Aeropuerto de Hollywood Burbank (BUR o Aeropuerto) (Estudio o Estudio de la Parte 150) de acuerdo con el proceso de la Administración Federal de Aviación (FAA, por sus siglas en inglés) codificado en el Título 14, Parte 150 del Código de Reglamentos Federales (Parte 150). El Estudio de la Parte 150 es un proceso formal voluntario, financiado y supervisado por el gobierno federal para que los operadores aeroportuarios aborden el ruido de las aeronaves en términos de compatibilidad con el uso de la tierra.

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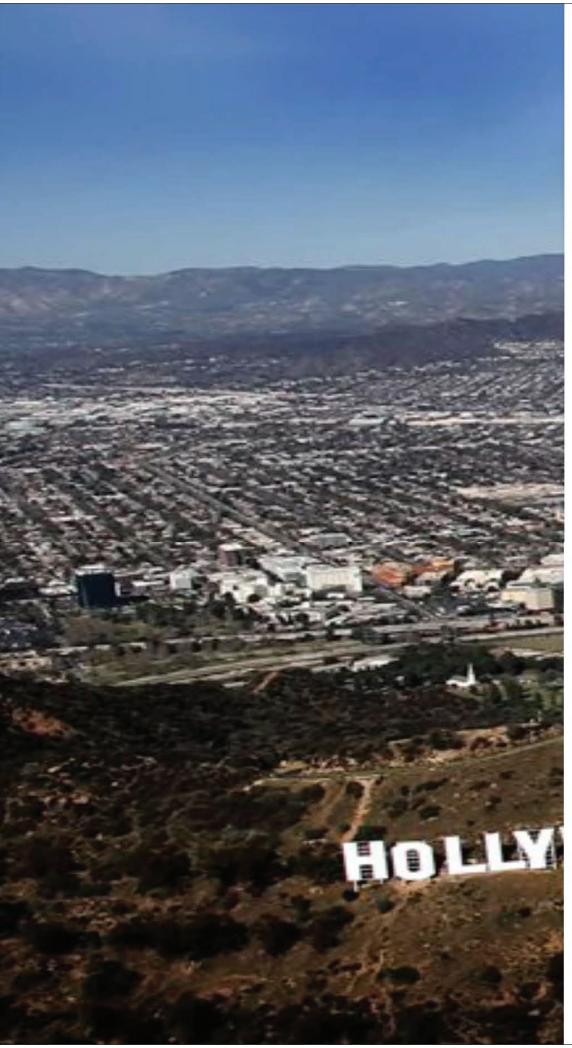

Get Out Of Town!: Cercle Odyssey, Moby and More

Lisa Paredes · May 5, 2025 · 0

Cercle Odyssey brings its immersive music and video show featuring popular Electronica musicians to the Los Angeles Convention Center from May 7-11. A different headliner appears each day including Moby and Empire of the Sun.

OP/ED: BWP Customers Ask: Why Are Water and Electric Rates Increasing?

Mandip Samra · April 29, 2025 · 1

The cost of providing our community with reliable and sustainable services continues to rise

PROVIDENCE SAINT JOSEPH MEDICAL CENTER NEWS

Providence Honors Local Armenian Community, Commemorates Armenian Genocide Remembrance Day

Press Release · May 2, 2025 · 0

Over two days, the Burbank hospital hosted activities to pay tribute to the resilience and heritage of the Armenian community through reflection, education and cultural celebration

FAMILY FUN AND EVENTS

Introducing Burbank's First-Ever Share Fair: A Free Community "Shopping" Experience

Ashley Erikson · April 18, 2025 · 0

The City of Burbank is celebrating Earth Day in a new and exciting way with the launch of its first-ever Share Fair—a one-of-a-kind community "shopping" event where everything is completely free!

Weekly High/Low	73.8°F / 53.6°F
Monthly High/Low	73.8°F / 53.6°F
Yearly High/Low	92.5°F / 33.3°F

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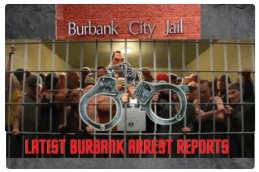
Local news, features from Burbank mixed in with a little snark. PD posts are delayed 15 minutes. We do not respond to DM's Check out https://t.co/DIxa7rBeuB

myBurbank News 30 Oct

Burbank Police Log: October 7 - October 13 — The police department is hard-working and diligent. #ArrestReport #CityofBurbank #Crime #Police - Read the story https://myburbank.com/burbank-police-log-october-7-october-13/



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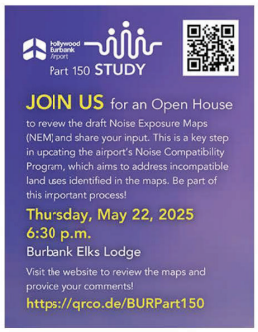

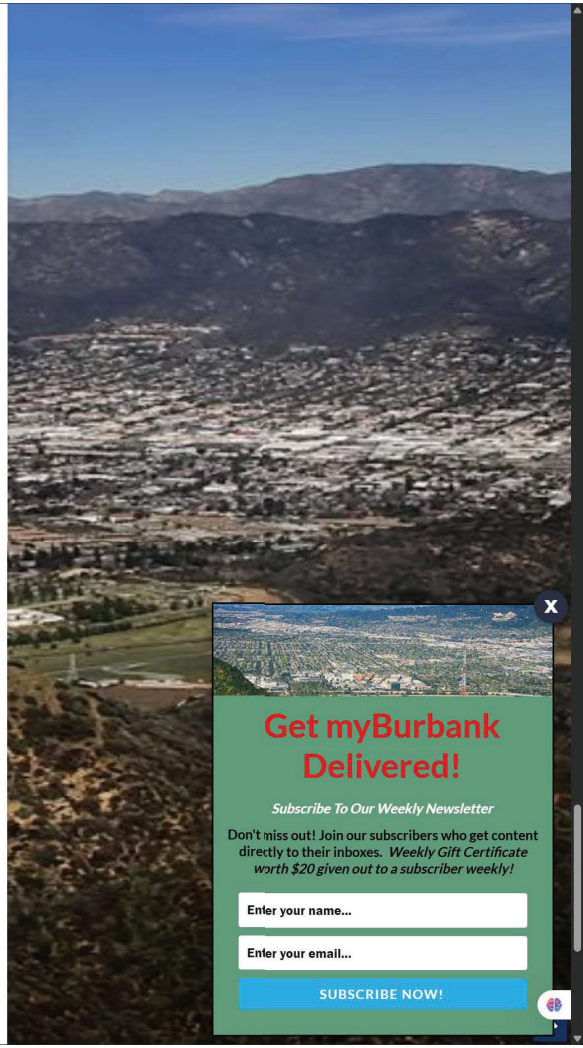

X

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Other Outreach Materials

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Hollywood Burbank Airport

Part 150 STUDY

Project Background

The Burbank-Glendale-Pasadena Airport Authority (Authority) is updating the Hollywood Burbank Airport (BUR or Airport) Noise Compatibility Study (Study or Part 150 Study) in accordance with the Federal Aviation Administration's (FAA's) process codified under Title 14, Part 150 of the Code of Federal Regulations (Part 150). A Part 150 Study is a voluntary, federally funded and supervised formal process for airport operators to address aircraft noise in terms of land use compatibility. A 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 operator recommends to address existing and future land use incompatibilities with aircraft operations

A Part 150 Study:

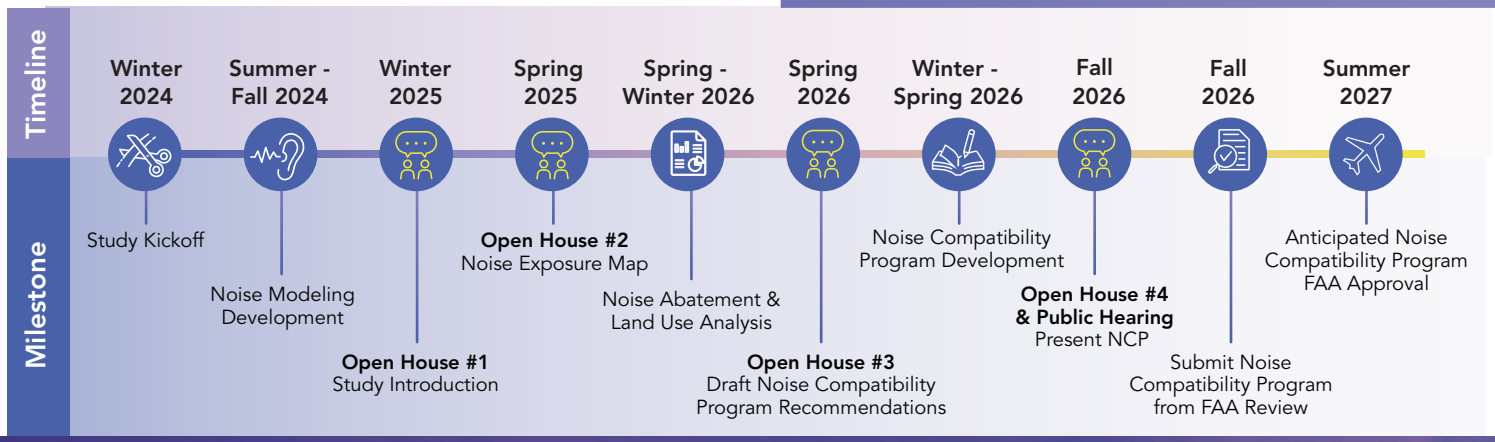
- Determines the current and projected annualized aircraft noise exposure surrounding the Airport using the Community Noise Equivalent Level (CNEL) noise metric.
- Identifies measures to improve land use compatibility around the Airport.
- Creates a method for implementing, evaluating, and updating the Airport's NCP as necessary.

A Part 150 Study does not:

- Evaluate aircraft operations from other nearby area airports.
- Consider other types of effects from aircraft operations (air quality, accidents, etc.).
- Use noise metrics other than CNEL to assess noise effects.

A series of four open houses and one public hearing are planned for the Part 150 Study between 2024-2026. Be sure to sign up on our project webpage to receive the latest updates!

Study Timeline



Get Involved

The Part 150 Study is committed to proactive, two-way communication throughout the study process. For more information and to provide comments on the study, visit our webpage.

BURPart150Study@arellanoassociates.com

www.hollywoodburbankairport.com/noise/part-150-study-update

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Part 150 Study Update

Comments & Email Sign Up

Thank you for your interest in the Part 150 Study. If you'd like to provide a comment or sign up to receive Study updates, please click here.

Introduction

The Burbank-Glendale-Pasadena Airport Authority (BGPAA or Authority) is updating the Hollywood Burbank Airport (BUR or Airport) Noise Compatibility Study (Study or Part 150 Study) in accordance with the Federal Aviation Administration's (FAA's) process codified under Title 14, Part 150 of the Code of Federal Regulations (14 CFR Part 150 or Part 150). A Part 150 Study is a voluntary, federally funded and supervised formal process for airport operators to address aircraft noise in terms of land use compatibility. A Part 150 Study includes the following two principal elements:

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Noise
Airport Noise and Capacity Act (ANCA)
Noise Issues
Noise Monitoring
Noise Rules
Part 150 Study Update
Part 161 Study
Voluntary Curfew
Flight Path Analysis Report – October 2018
Task Force

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Appendix E: Public Comments

Table of Contents

Table E-1. BUR Part 150 NEM Update Comments E-3
Form Letter E-114
Comment Attachments E-122

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The following comments were received by either email, letter, during a public open house or a Citizen's Advisory Committee meeting. If a commenter name is not listed, it was not provided with the comment. Many comments in the table are listed as "Form Letter." This letter is provided on page E-114. Attachments that were included with comments are provided starting on page E-122.

Table E-1. BUR Part 150 NEM Update Comments

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
1	Cynthia	Bain	Flight path concentration and NextGen procedures	STOP TORTURING STUDIO CITY FOOTHILLS WITH LOW CONCENTRATED FLIGHTS!!
2	April	Russo	Eligibility for noise insulation or relief programs	Interested in double pane windows
3	Nino	Cuccinello	Eligibility for noise insulation or relief programs	Good morning I own a property at 1209 no Lamer st Burbank ca 91505 I was told there is a plan in place to help property owners replace windows to gate the sound problem from the aircrafts. Does the program still exist? Thank you Nino Cuccinello
4	Rey	Rodriguez	Public outreach and participation	Ms. Espinoza, Can you tell me more about the first Hollywood Burbank Airport Part 150 Study CAC meeting on Thursday, January 30, from 4:00 PM to 6:00 PM at the Burbank Elks Lodge. What should I expect? Who will be there? And how should I prepare? Thank you, Rey
5	Patrick	Murphy	Flight path concentration and NextGen procedures	I would like to know about flight path changes being considered.
6	Suellen	Wagner	Public outreach and participation	Why are you not holding a workshop in heavily affected areas of Studio City and Sherman Oaks?
7	Suellen	Wagner	Public outreach and participation	Representatives of heavily impacted areas should have participated in the study. Their exclusion makes the project worthless.

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
8	Justin	Dickerson	Public outreach and participation	Hi Arellano Associates, Will it be possible to participate in and watch the BUR CAC meetings virtually, through a Zoom link and/or a phone dial-in number? I see the first CAC meeting will be held before the Part 150 Study Open House on Jan. 30 from 4 p.m. to 6 p.m., but only in-person attendance details are on the website at https://www.hollywoodburbankairport.com/noise/part-150-study-update/. Can a Zoom link or phone dial-in option be added as well for the CAC meetings? Ideally, members of the public would be able to listen to and provide public comments at these meetings without attending in person. Thank you. Justin
9	Mehmet	Berker	Public outreach and participation	I have a recommendation to add back in City of LA seats to CAC to ensure locality viewpoint for the Part 150 work. Continue to work with City of LA and other stakeholders of the Southern San Fernando Valley Noise Task Force on implementing the recommendations of the task force.
10	Davin	Kimball	Study boundary, affected areas and flight path concentration from NextGen procedures	This “study" is total bullshit. You are only addressing noise in the immediate vicinity of the airport. The new NEXTGEN flight paths export extreme noise into neighborhoods far removed from the AIRPORT. If you were serious about noise pollution from Burbank, you would include these areas in the study. TOTAL WASTE OF OUR Time coming here, as usual.
11	Lindsay	Nesmith	Noise abatement and/or mitigation	It would be beneficial to have an environmental study conducted to test air quality from low flying planes. Studio City and Hollywood Hills does not look like it is part of the noise study. Is this correct? Also I am strongly against air taxis. Too noisy.
12	Lyn	Bertles	Flight path concentration and NextGen procedures	Thank you for this study process. Unfortunately, Burbank Airport ruined the peaceful lives we in Studio City were leading by NOT engaging in the FAA’s request for input 7 years ago. Yes, that is water under the bridge. So, Burbank Airport noise measurement study – Unless there is actual change going to be initiated, this is a waste of our time. Please keep me informed. Presently, millions of complaints vs. 800 in the 2 years 2015-2016. It is unbelievable that the spread out “old” plan cannot be used with a satellite. It’s as if progress with technology has gotten forgotten.

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
13	Sabrina		Study boundary, affected areas and flight path concentration from NextGen procedures	The effect of NextGen needs a study. Residents under the flight path experience more frequency of events and durations than those outside the flight path. The study area should include residents affected adversely, which includes those living in North Hollywood, Toluca Lake, Valley Village, Studio City, & Sherman Oaks. It would be important to monitor noise levels under the flight path in these areas specifically (not as part of an average). Currently, in the flats, one cannot conduct a conversation when a plane flies overhead. One must wait for it to pass to be heard. Frequency can be every 10 minutes! Please conduct an environmental study under the flight path & include stakeholders in Los Angeles. People in the San Fernando Valley use the Burbank Airport, are affected by the noise & pollution. Please recommend broadcasting, not narrowcasting for the flight paths. Addition of flights will increase the suffering of those below the flight path! Currently, NextGen makes being outdoors unpleasant and negatively impacts the pleasent enjoyment of my home & garden.
14	Benji	Thall	Public outreach and participation	Please reinstate 3 representatives from Los Angeles County. North Hollywood, Toluca Lake, Studio City are experiencing most of the noise from Burbank Airport. Please take a vote to provide equal representation.
15	Bijan	Rafie-Tari	Aircraft operations and curfew enforcement	I live on VANETTA PL STUDIO CITY and we have planes flying very low with excessive noise. I truly believe how low these planes fly can't be legal.
16	Timothy	Thornton	Eligibility for noise insulation or relief programs	What type of resources or relief is available for communities under the flight path?
17	Steve	Wolf	Eligibility for noise insulation or relief programs	I will be out of town for the May 22nd meeting but would like to find out if my property falls within the incompatible land use area. I am at 3761 Sunswept Drive 91604. Where can I access the draft study and will there be a way to plug in our property online?
18	Armen	Gasparyan	Eligibility for noise insulation or relief programs	Have the authorities come up noise reducing program for residential areas
19	Steve	Moberg	Noise abatement and/or mitigation	What about renewing original noise abatement that's worn-out and needing updating to alleviate noise in homes that are in the noise corridor?

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
20	Studio City	Resident	Flight path concentration and NextGen procedures	The draft map documents show nearly ALL NOISE COMPLAINTS are from Studio City but the resulting Noise Compatibility Program from this draft WILLL NOT address those complaints!!! Please help us with the sudden onslaught of noise complaints following flight path changes at BUR !! Please please please Help Us
21	Sabrina	Silver	Study boundary, affected areas and flight path concentration from NextGen procedures	Since the 2017 implementation of the NextGen flight paths, my quality of life in Valley Village has drastically declined. My home, purchased by my grandmother in 1976, never experienced this level of noise until the flight paths shifted. Now, planes fly overhead constantly — shaking the house, interrupting conversations, and disrupting daily life. The noise is intense and unfairly concentrated over a small area. This change turned our quiet neighborhood into what feels like an airport corridor. The study hasn't addressed the full impact, and affected Los Angeles communities like Valley Village, Studio City, and Sherman Oaks deserve voting representation. We need solutions: fewer flights, higher altitudes, and more dispersed routes. Please help fix this. We're living with the problem — we should have a voice in solving it.
22	Studio City	Resident	Flight path concentration and NextGen procedures	4,189,805 complaints from Studio City regarding the 2017 shift south with over 200 flights DAILY CONCENTRATED LOW FLYING SUPER-HIGHWAY SACRIFICE ZONE!!! STOP THE PAIN!!!
23	Lyn	Bertles	Flight path concentration and NextGen procedures	Please, please, please. Change the outgoing flights back to the way it was: Angle upward faster, Spread them out as they were, Make sure they stay within the hour acceptable (10–7 no-fly), Or fly them over the cities that the airport belongs to! Not LA — THANK YOU!

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
24	Roxanne	Topete	Study boundary, affected areas and flight path concentration from NextGen procedures	We live one block outside of the narrow 150 study. We do not agree with the boundary lines of this study. We find that the noise unfortunately affects our health and standard of living. We have not given an easement above our home for air traffic to pass, yet we do see some planes above our home flying. We live in a neighborhood filled with senior citizens who speak different languages. If they were properly informed, we'd have a much larger crowd here instead of a trickle of individuals. They are all affected by the noise. We do request to know how we can or if there are devices to track the CNEL in our area. We did witness individuals who came to this meeting upset to find out their neighborhood is not even remotely near the 150 study, yet they are witnessing and being affected by the noise. Imagine their distress + ours being blocked away. It makes you feel excluded by imaginary boundaries. These meetings are inconvenient for most individuals who work, have kids, 6:30 pm is traffic in L.A. Weekend morning meetings would be more fruitful. We don't agree with the complete algorithm. Us residents have the knowledge of how the noise affects us. It's too noisy now.
25	Harold	Rishe	Study boundary, affected areas and flight path concentration from NextGen procedures	The noise over our street has become intolerable. S.W. Airlines is the main culprit — many flights and very noisy. I do not agree with the 150 boundary study. It's too limited on the area of extreme airline noise. The boundary lines need to be expanded to include a larger area. Will you do it? I am not so sure. They say you can't beat City Hall, in this case, Burbank Airport. I hope you do the right thing.
26	Joshua	Sky	Study boundary, affected areas and flight path concentration from NextGen procedures	The studies displayed for the affected areas, specifically apartments and homes, are very flawed. I believe purposely in order to avoid responsibility and liability for the residents living on the borders of the contour lines. Our family and neighbors are chronically affected by the noise. We are constantly being disturbed, and find the data shown does not accurately reflect the reality on the ground in our neighborhood. We lose sleep. We are often interrupted as the airplanes flying overhead sound like howitzers. This program is not enough, and it feels like the technical advisors are more concerned with protecting flawed studies than people. The contour lines must be expanded, and more must be done to help alleviate the noise pollution for the hardworking denizens of the surrounding communities.

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
27	Debora	Gelberg	Aircraft operations and curfew enforcement	I'm concerned about the loud noise generated by planes flying between 10 p.m. and 7:00 a.m. Is there any way to get more compliance with the voluntary curfew from airport users? I live close to the airport — just a block west of Laurel Canyon. I was wondering if I could get my home covered for resources to provide windows and other noise reduction mitigation? We still hear quite a lot of noise from low-flying large airplanes. Thank you for your consideration.
28	Patricia	Ambrose	Eligibility for noise insulation or relief programs	I live on the 12000 block of Vose Street. Just west of Laurel Canyon. According to the maps, over 90% of planes use the landing path directly over our street. Why do we bear that burden while we are ineligible for sound insulation assistance? The parameters need adjustment. The noise is almost constant. Either have fewer planes landing over us or provide some form of noise abatement. Instead of relying on computer algorithms, have a human being come sit on our street from 6 a.m. to 10 p.m. to get a reality check.
29	Joel	Gonzalez	Aircraft operations and curfew enforcement	I live in 1801 N. Pass Ave, just half a block away from the liner Red the same street, Pass Ave, I hear the noise a lot, and the windows shake a lot from the noise. Corner of Pass and Jefferies
30	Tristan	Juan	Aircraft operations and curfew enforcement	More of a comment. We live in the 2000 N Kenwood St area. Would like to know who monitors and where can we report those planes that lands before 7:00 a.m. and after 11:00 p.m. We have noticed an increase of landing and sometimes take off during those times.
31	Tadeh	Aloian	Eligibility for noise insulation or relief programs	As a North Hollywood neighbor exposed to severe noise pollution caused by aircrafts landing above our residential neighborhood, above Hart street, I would love to know if there are any remediation measures to be considered for residents in our neighborhood after the study is concluded. Whether slight landing path changes, or distribute landings by using the runway to the north of the airport, to minimize and distribute noise impact in all directions of the airport. Thank you for all you do. We appreciate it.

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
32	DJ		Eligibility for noise insulation or relief programs	I am interested in the noise reduction program.
33	Zeke	Wapner	Land use and zoning compatibility	Hello, Thanks for continuing to engage the City of Los Angeles Planning Department on the Hollywood-Burbank Airport Part 150 Study. Based on the existing and proposed contours surrounding the Hollywood - Burbank Airport, representatives from the Southeast Valley Community Plans Update and the Sun Valley - La Tuna Canyon Community Plan concluded that there were very few conflicting land uses, if any. However, our team did find a few areas where proposed land uses may marginally cause such conflicts. We have compiled them below for your consideration. _____ • On the northwest side of Laurel Canyon Blvd. and Hart St. our team is proposing a “Neighborhood Center” land use that will allow for up to six stories of bonus height with affordable housing included. This is an increase from the four stories of bonus height it can achieve today through TOC. o Though this area is within the contours, it is on the outer edge and only impacts 4 parcels. • On the southwest side of Laurel Canyon Blvd. and Hart St. our team is proposing a “Community Center” land use with a bonus of up to 7 stories with affordable housing included. This is an increase from the four stories of bonus height it can achieve today through TOC. o This area is a continuation of a mixed-use concept on Laurel Canyon Blvd. o Currently, the parcel that lies halfway within the contour is an existing multi-family building with very little chance of redevelopment. • Our team is proposing to maintain the existing housing between Dehougne St. and Vose St. between Laurel Canyon Blvd. and Lankershim Blvd. but the scale, use, and intensity will reflect current conditions. Please let us know if there is anything we can provide at the moment.
34	Leslie	Poliak	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
35	Michele	Parsons	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
36	Lauren	Makai Young	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
37	Rachel	Rosten	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
38	Jennifer	Wharton	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
39	Andrea	Gladstone	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
40	Heidi	Abra	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
41	Casey	Brumels	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
42	Todd	Schroeder	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
43	Moshe	Naoz	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
44	Heidy	Bek	Study boundary, affected areas and flight path concentration from NextGen procedures	Please do not send airplanes over our heads. It has been a long years like this. How could you send the airplanes over residential neighborhood so low and slow? Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
45	Juan	Moreno	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
46	Talia	Shandler	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
47	Deb	Bender	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
48	Alan	Perris	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
49	Lynn	Crosswaite	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
50	Adrian	Ashkenazy	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
51	Chloe	King	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
52	David	Lassman	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
53	Joan	August	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
54	Noelle		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
55	Tony	Angellotti	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
56	Brea	Brumels	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
57			Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
58	Brea	Tisdale	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
59	David	S	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
60	Aileen	Moreno	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
61			Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
62			Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
63	Charles	Wilson	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
64	Jeff	Horowitz	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
65	Vadim	Bokin	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
66	Jim	Praytor	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
67	Paul	Hollombe	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
68	Michele	Florman	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
69	Tony	L	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
70	Lous	Milito	Study boundary, affected areas and flight path concentration from NextGen procedures	WHY WON'T YOU BE A GOOD NEIGHBOR! IF IT WERE UP TO ME I'D SHUT YOU DOWN. IF SOMEONE NEEDS TO FLY SOMEWHERE LET THEM DRIVE TO LAX! IN MY JOB I FLY PEOPLE IN AND OUT OF THE AREA OFTEN AND I MAKE THEM ALL FLY INTO LAX...IF WE ARE GOING TO KEEP THE CONVENIENCE OF BUR THEN IT'S TIME TO CO-EXIST. WITH THE BACK DOOR TO MY HOUSE OPEN I CAN'T HAVE A PHONE CALL IN MY HOUSE DUE TO THE AIRPLANE NOISE - BY ANY STANDARD THIS IS UNACCEPTABLE! A DECIBEL METER SHOWS THAT AT 5 MILES FROM THE AIRPORT THE SOUND IS HIGHER THAN RECOMMENDED! EVEN MORE IMPORTANTLY, YOU DUMP FUEL EXHAUST ON NURSERY SCHOOLS, PRE-SCHOOLS, ELEMENTARY SCHOOLS AND HIGH SCHOOLS - CREATING GENERATIONAL HEALTH ISSUES. TIME TO SHUT DOWN OR CO-EXIST! Form Letter
71	Sullen	Wagner	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
72	Andrew	Eisen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
73			Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
74			Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
75	Garrett	Schiff	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
76	Sally	Daws	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
77	Dylan	O'Brien	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
78	Marissa	Menzer	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
79	Benjamin	Marsh	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
80	Garrett	Schiff	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
81	Stephanie	Eisen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
82	Valerie	Jaquith	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
83	Cindy	Bloom	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
84	Amanda	Krentzman	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
85	Ryan	Barnes	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
86	Darin	Birchler	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
87	Judy	Miller	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
88	Justin	Dickerson	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
89	Heather	Leea Gerdes	Study boundary, affected areas and flight path concentration from NextGen procedures	Studio City is still suffering. It's been years. Please consider the data showing how this area is being affected. Form Letter
90	Uproar	LA	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
91	Alex	Izbicki	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
92	Lydia	Antonini	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
92	Cyrstal	Beecher	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
94	Stephanie	Chambers	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
95	Steve	Gruschcow	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
96	Jeffrey	Marsh	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

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97	Laura	Loftin	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
98	Robert	Bramen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
99	Tal	Feldman	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
100	Nate	Murphy	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
101			Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
102	Barry	Dantagnan	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
103	Becca	Stern	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
104	Lisa	Haas	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
105			Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
106	Jennifer	Saunders	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
107	Christine	Becker	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
108	Michelle	Allen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
109	Wendy	Baxley	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
110	Sherry	Marsh	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
111	Susanne	Hayes	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
112	Bouffant	Ville	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
113	Roy	Lyons	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
114	Teri	Lyons	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
115	Elizabeth	Barnes Keener	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
116	Sarah	Wescott	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
117			Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
118	Robert	Bramen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
119	Tal	Feldman	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
120	Nate	Murphy	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
121			Study boundary, affected areas and flight path concentration from NextGen procedures	Below is the Official Comment from Studio City For Quiet Skies: Form Letter
122	Barry	Dantagnan	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
123	Becca	Stern	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
124	Lisa	Haas	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
125			Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
126	Jennifer	Saunders	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
127	Christine	Becker	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
128	Michelle	Allen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
129	Wendy	Baxley	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

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130	Sherry	Marsh	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
131	Susanne	Hayes	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
132	Bouffant	Ville	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
133	Roy	Lyons	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
134	Teri	Lyons	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
135	Elizabeth	Barnes Keener	Study boundary, affected areas and flight path concentration from NextGen procedures	Hello and thank you for considering the impact of airport noise on the residents in the flight path. My family and I live in the direct path of takeoffs, and the noise has become a constant concern for us, especially in the last few years as it has substantially increased. Form Letter
136	Sarah	Wescott	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
137			Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
138	Linda	Maher	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
139	Marjorie	Coster-Praytor	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
140	Jim	Praytor	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

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141	Shiegeko	Coster	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
142	Marjorie	Coster-Praytor	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
143	Robert	Schmitt	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
144	Visi		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
145	Julie	Ganis	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
146	Esther	Blachman	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
147	Julie	Bleicher	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
148	Zoe	Sharpe	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
149			Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
150	Patty	Mann	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
151	George	Metsos	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

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152	Marie	M	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
153	Doug	Warner	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
154	Mary	Baker	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
155	Nancy	Volpert	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
156	Eric	Biddle	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
157	Linda	Kristman	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
158	Ashley	Duquette	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
159	Kimberly	Turner	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
160	Martha	Hanrahan	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
161	Fran	Potaski	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
162	Jim	Rosten	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

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163	Lee	Arian	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
164	Steve	Love	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
165	Richard	Hull	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
166	Kelly Straub	Hull	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
167	Kelly Straub		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
168	Sherry	Donohue	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
169	Diane	Hart	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
170	Mark	Goffman	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
171	Tracey	Ormandy	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
172	Jeanie	Love	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
173	William	Calvert	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
174	Ray	Burkland	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
175	Artin	Babayan	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
176	Eric	Mokover	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
177	Geoff	Hull	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

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178	M.	Hetzner	Study boundary, affected areas and flight path concentration from NextGen procedures	Thank you to the Hollywood Burbank Airport (“BUR”), the FAA, the consultant team, and the advisory committees for conducting this Part 150 Noise Study (the “Study”). INTRODUCTION AND HISTORICAL CONTEXT - This Study, including the formation of a Citizen’s Advisory Committee (“CAC”), was the only Recommendation to move forward from the Southern San Fernando Valley Airport Noise Task Force (the “Task Force”) of 2019/2020. - BUR and the FAA participated in that Task Force with stakeholders from throughout the San Fernando Valley with the goal of addressing the sudden onslaught of noise complaints following flight path changes at BUR from late 2016/early 2017. - Communities on the ground observed that BUR’s flight paths moved nearly 3 nautical miles south of the former paths in new condensed, lowered, repetitive tracks. The FAA admitted at the Task Force that there had been a “southern shift” of BUR’s southern departure flight tracks, but the FAA said it did not know why this had occurred. - The FAA agreed in 2019 to complete an Environmental Assessment (“EA”) of BUR’s southern departures, releasing the draft EA on December 11, 2023. - Unfortunately, the draft EA completely ignored and disregarded the “southern shift” that the FAA itself admitted, and which had been the entire basis for doing the EA. Instead, the FAA used a false baseline in the draft EA from calendar year 2022, after the “southern shift” had occurred, paving the way for a Finding of No Significant Impact (FONSI). The FAA has received hundreds of pages of public comments from community members noting how the draft EA is flawed on this basis. OTHER AIRPORTS THAT HAVE ACHIEVED SUCCESS THROUGH PART 150/CAC - Following a Part 150 Study including a Citizen’s Advisory Committee, Minneapolis-St. Paul International Airport (“MSP”) as of January 2025 has a dispersal system, primarily for departing aircraft, to optimize airspace use and minimize noise impact on residential areas. This system, known as the "Runway Use System" (RUS), prioritizes runway assignments based on wind direction, airspace demand, and noise considerations. Departing aircraft at MSP are routed in a way that spreads them out over a wide area, rather than having them all head in the same direction immediately after takeoff. This is done to avoid concentrated noise impacts on specific neighborhoods. The Minneapolis-St. Paul Airport Commission has implemented these Noise Abatement Departure Procedures (each, an “NADP”) to reduce noise exposure for

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				residents. These profiles are tailored to different distances from the airport, with both "close-in" procedures for those living within 3.5 miles and "distant" procedures for those further out from the airport. See https://www.faa.gov/air_traffic/community_engagement/msp. - The FAA's Aviation Environmental Design Tool ("AEDT") noise modeling system used for this Study is inherently limited in scope. Recognizing this, the Baltimore/Washington International Airport ("BWI") community roundtable hired the consulting firm VianAir to prepare the noise map for its Part 150 Study. Any airport using 65 CNEL from AEDT for the noise contour leaves off the "away from airport" communities impacted by NextGen flight path changes. The FAA's Neighborhood Environmental Survey ("NES") found that people are "highly annoyed" by aircraft noise due to NextGen flight path changes at noise levels significantly below 65 DNL in areas away from airports, such as Studio City and Sherman Oaks. Based on the NES, BWI's noise contours went down to 40 DNL for noise exposure areas, better reflecting the airport's noise impacts both near the airport and away from the airport. See https://anesymposium.aqrc.ucdavis.edu/sites/g/files/dgvnsk3916/files/inline-files/Understanding and Addressing - Jesse Chancellor and Jim Allerdice.pdf. - Based on these other airports, it is possible for Part 150 Studies to address known noise issues from flight path changes such as those that occurred at BUR nearly a decade ago (without environmental review or public notice). However, all involved must keep this goal in mind throughout the Part 150 process and not seek to simply check the boxes on the FAA's checklist for the process. PROBLEM WITH THE CURRENT BUR PART 150 STUDY - The past Part 150 Studies at BUR have historically addressed the vicinity immediately surrounding the airport. The Task Force specifically suggested a new BUR Part 150 Study to address the new noise impacts to areas further from the airport, specifically from the Southern San Fernando Valley areas of Studio City and Sherman Oaks. Therefore, limiting the Study to areas immediately surrounding the airport runs counter to the intent of the Task Force Recommendation to conduct a new Part 150 Study addressing newly impacted areas. NADPs that focus on the immediate vicinity of the airport ("near-in NADP") may have the negative consequence of increasing noise impacts in areas away from the airport (e.g., slower

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				climb, lower altitude, and greater noise farther out). Procedures that help reduce noise away from the airport ("distant NADP") must be considered in this Study to temporarily lessen the noise experienced by the communities further from the airport while more permanent resolutions are considered. - The FAA will use its noise metrics for the Study to once again avoid: (1) addressing the problems it created and (2) providing relief to the community that has suffered from the FAA's flight path changes for nearly a decade. This predictable outcome must be avoided at all costs. - While the draft Noise Exposure Map ("NEM") documents show in Figure 3-3 that nearly all noise complaints are from Studio City and Sherman Oaks, the resulting Noise Compatibility Program ("NCP") from such a limited draft NEM will not address those complaints. - The purpose of Recommendation 14 from the Task Force was to maintain and update the NEM and NCP at BUR, including specifically to consider preferential runway use programs to determine whether a more northerly flow provides noise benefits. The draft NEM shows that 94 of jets depart south and that a larger area south of the airport bears concentrated noise impacts, yet these areas are excluded from the NEM. The draft NEM should be updated and expanded as needed so that the NCP achieves the Task Force objective to include the Southern San Fernando Valley, specifically Studio City and Sherman Oaks. - Based on the Task Force Recommendation, the NCP at BUR is also required to analyze Runway 33 arrivals in an effort to limit the use of the wind arrival flight path over the Santa Monica Mountains. The map must be updated and expanded as needed so that the NCP achieves this objective. - In addition, the FAA's Terminal Area Forecast ("TAF") used for the 2030 noise modeling conditions (as well as the Mead. M. Hetzner

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179	Robert	Patten	Study boundary, affected areas and flight path concentration from NextGen procedures	Thank you to the Hollywood Burbank Airport (“BUR”), the FAA, the consultant team, and the advisory committees for conducting this Part 150 Noise Study (the “Study”). INTRODUCTION AND HISTORICAL CONTEXT - This Study, including the formation of a Citizen’s Advisory Committee (“CAC”), was the only Recommendation to move forward from the Southern San Fernando Valley Airport Noise Task Force (the “Task Force”) of 2019/2020. - BUR and the FAA participated in that Task Force with stakeholders from throughout the San Fernando Valley with the goal of addressing the sudden onslaught of noise complaints following flight path changes at BUR from late 2016/early 2017. - Communities on the ground observed that BUR’s flight paths moved nearly 3 nautical miles south of the former paths in new condensed, lowered, repetitive tracks. The FAA admitted at the Task Force that there had been a “southern shift” of BUR’s southern departure flight tracks, but the FAA said it did not know why this had occurred. - The FAA agreed in 2019 to complete an Environmental Assessment (“EA”) of BUR’s southern departures, releasing the draft EA on December 11, 2023. - Unfortunately, the draft EA completely ignored and disregarded the “southern shift” that the FAA itself admitted, and which had been the entire basis for doing the EA. Instead, the FAA used a false baseline in the draft EA from calendar year 2022, after the “southern shift” had occurred, paving the way for a Finding of No Significant Impact (FONSI). The FAA has received hundreds of pages of public comments from community members noting how the draft EA is flawed on this basis. OTHER AIRPORTS THAT HAVE ACHIEVED SUCCESS THROUGH PART 150/CAC - Following a Part 150 Study including a Citizen’s Advisory Committee, Minneapolis-St. Paul International Airport (“MSP”) as of January 2025 has a dispersal system, primarily for departing aircraft, to optimize airspace use and minimize noise impact on residential areas. This system, known as the "Runway Use System" (RUS), prioritizes runway assignments based on wind direction, airspace demand, and noise considerations. Departing aircraft at MSP are routed in a way that spreads them out over a wide area, rather than having them all head in the same direction immediately after takeoff. This is done to avoid concentrated noise impacts on specific neighborhoods. The Minneapolis-St. Paul Airport Commission has implemented these Noise Abatement Departure Procedures (each, an “NADP”) to reduce noise exposure for

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				residents. These profiles are tailored to different distances from the airport, with both "close-in" procedures for those living within 3.5 miles and "distant" procedures for those further out from the airport. See https://www.faa.gov/air_traffic/community_engagement/msp. - The FAA's Aviation Environmental Design Tool ("AEDT") noise modeling system used for this Study is inherently limited in scope. Recognizing this, the Baltimore/Washington International Airport ("BWI") community roundtable hired the consulting firm VianAir to prepare the noise map for its Part 150 Study. Any airport using 65 CNEL from AEDT for the noise contour leaves off the "away from airport" communities impacted by NextGen flight path changes. The FAA's Neighborhood Environmental Survey ("NES") found that people are "highly annoyed" by aircraft noise due to NextGen flight path changes at noise levels significantly below 65 DNL in areas away from airports, such as Studio City and Sherman Oaks. Based on the NES, BWI's noise contours went down to 40 DNL for noise exposure areas, better reflecting the airport's noise impacts both near the airport and away from the airport. See https://anesymposium.aqrc.ucdavis.edu/sites/g/files/dgvnsk3916/files/inline-files/Understanding%20and%20Addressing%20-%20Jesse%20Chancellor%20and%20Jim%20Allerdice.pdf. - Based on these other airports, it is possible for Part 150 Studies to address known noise issues from flight path changes such as those that occurred at BUR nearly a decade ago (without environmental review or public notice). However, all involved must keep this goal in mind throughout the Part 150 process and not seek to simply check the boxes on the FAA's checklist for the process. PROBLEM WITH THE CURRENT BUR PART 150 STUDY - The past Part 150 Studies at BUR have historically addressed the vicinity immediately surrounding the airport. The Task Force specifically suggested a new BUR Part 150 Study to address the new noise impacts to areas further from the airport, specifically from the Southern San Fernando Valley areas of Studio City and Sherman Oaks. Therefore, limiting the Study to areas immediately surrounding the airport runs counter to the intent of the Task Force Recommendation to conduct a new Part 150 Study addressing newly impacted areas. NADPs that focus on the immediate vicinity of the airport ("near-in NADP") may have the negative consequence of increasing noise

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				impacts in areas away from the airport (e.g., slower climb, lower altitude, and greater noise farther out). Procedures that help reduce noise away from the airport ("distant NADP") must be considered in this Study to temporarily lessen the noise experienced by the communities further from the airport while more permanent resolutions are considered. - The FAA will use its noise metrics for the Study to once again avoid: (1) addressing the problems it created and (2) providing relief to the community that has suffered from the FAA's flight path changes for nearly a decade. This predictable outcome must be avoided at all costs. - While the draft Noise Exposure Map ("NEM") documents show in Figure 3-3 that nearly all noise complaints are from Studio City and Sherman Oaks, the resulting Noise Compatibility Program ("NCP") from such a limited draft NEM will not address those complaints. - The purpose of Recommendation 14 from the Task Force was to maintain and update the NEM and NCP at BUR, including specifically to consider preferential runway use programs to determine whether a more northerly flow provides noise benefits. The draft NEM shows that 94% of jets depart south and that a larger area south of the airport bears concentrated noise impacts, yet these areas are excluded from the NEM. The draft NEM should be updated and expanded as needed so that the NCP achieves the Task Force objective to include the Southern San Fernando Valley, specifically Studio City and Sherman Oaks. - Based on the Task Force Recommendation, the NCP at BUR is also required to analyze Runway 33 arrivals in an effort to limit the use of the wind arrival flight path over the Santa Monica Mountains. The map must be updated and expanded as needed so that the NCP achieves this objective. - In addition, the FAA's Terminal Area Forecast ("TAF") used for the 2030 noise modeling conditions (as well as the Mead & Hunt forecast) do not take into account the introduction of new Advanced Air Mobility/Urban Air Mobility "flying taxi" operations at BUR as early as 2026, or the fact that the Replacement Passenger Terminal Project opening in 2026 will increase the efficiency of departures and will likely lead to a larger increase in operations than currently forecasted. While the draft NEM can only contemplate currently known conditions, it is currently known that there will be additional impacts from these factors that are not reflected on the NEM, and which will also impact the Southern San Fernando Valley, specifically Studio City and

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				Sherman Oaks. - The draft NEM notes in Section 1.2.1 (History of Noise Compatibility Planning at Hollywood Burbank Airport) that BUR implemented a voluntary curfew for scheduled commercial operations, "achieving over 99 percent compliance." The FAA sets certain definitions for aircraft types that could receive noise violations during voluntary curfew hours, which only apply to a small subset of extremely loud aircraft. The limited definition means that there are few operations that would qualify for noise violations and fines from operating past the voluntary curfew hours, though there are many objectively loud non-commercial operations that occur during overnight and early morning hours. Pilot education is a major part of voluntary noise abatement programs. The NCP could encourage compliance with the voluntary curfew by including that BUR will routinely advise any non-emergency operators who fly between 10:00 p.m. and 7:00 a.m. that they are operating during the voluntary curfew, even if such operations would not qualify for noise violations under the FAA's narrowly-tailored definitions for noisy aircraft. Such program should include both general outreach and individual contact with pilots. The NCP could also incorporate Van Nuys Airport's ("VNY") Quieter Nights Program ("QNP"), which encourages all jet aircraft operators to avoid arrivals and departures at VNY between 11 p.m. and 7 a.m. whenever possible, unless the aircraft are involved in law enforcement, emergency, fire or air ambulance/life flight operations. Through its QNP, VNY reported for Q4 2024 that nighttime jet operations as a percentage of total jet operations are below 2019 levels despite the overall increased demand for chartered jets. VNY staff believes this is due to the QNP rollout and continued efforts since the 2020 launch. It is not apparent from the draft NEM that this will be part of the NCP, though I think that it should be. STRATEGIES SUGGESTED AT CAC MEETINGS - I understand from the CAC meetings and Study Open Houses that there are certain FAA rules about the data components and how the NEM is prepared, but the draft NEM is inadequate and the resulting NCP will not respect the intention of the Recommendations of the Task Force for this Study. - At each of the three CAC meetings so far, members of the public and government representatives have provided public comments for 30 minutes to an hour requesting that all involved with this Study do everything possible to provide relief from the flight path change impacts. -

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				Based on the display boards and presentation at the CAC meeting and Study Open House on May 22, 2025, NCP Development can include the following Noise Abatement Strategies: (1) use of previous flight tracks, (2) preferential runway use, (3) arrival/departure procedures, (4) airport layout modifications, and (5) use restrictions. - The draft NEM, with its focus on the immediate vicinity around BUR's runways, does not provide a basis for such strategies listed in the previous bullet point. Moreover, with such a narrowly-defined draft NEM, the Study will not achieve its intended objectives from the Task Force. - In conjunction with the draft EA, which should seek to correct the "southern shift" that the FAA itself has admitted, the draft NEM should be expanded so that the NCP can implement distant NADP strategies designed to reduce complaints in the areas with over 5,000 complaints shown in Figure 3-3 of the draft NEM. Please note that the 5,000+ complaint areas shown in the draft NEM only reflect the period studied (February 1, 2023 to January 31, 2024), and that these areas have logged over 4 million complaints since the "southern shift" of the BUR departure paths. - The consultants stated at the May 22, 2025 CAC meeting that even if the draft NEM is not expanded, which would mean that the FAA would disapprove proposals with respect to the Study funding, the FAA can nonetheless use its own internal resources (e.g., employees) to provide relief through such noise abatement strategies without paying Study funds to external recipients. CONCLUSION/REQUEST - I request the draft NEM be expanded to include the areas away from the airport (Studio City and Sherman Oaks) that have logged millions of noise complaints since the FAA's flight path changes at BUR in late 2016/early 2017, as shown in Figure 3-3 of the draft NEM. - In the alternative, I request that the NCP nonetheless move forward with noise abatement strategies including (1) use of previous flight tracks, (2) preferential runway use, (3) arrival/departure procedures, (4) airport layout modifications, and (5) use restrictions, that the FAA will implement through use of its own internal resources/employees, to honor the intentions of the Task Force Recommendation for this Study. Furthermore, pre-"southern shift" flight tracks could be restored by requiring early turns directly off the runway by use of BUR's Diverse Vector Areas, increased dispersal, and higher climb gradients. - The NCP should also review and re-evaluate all existing noise

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				abatement measures. The consultants should request that BUR provide altitude profiles that are typically used for each airline to develop recommendations that would minimize overall noise for both commercial and general aviation/air taxi operations. BUR and the airlines should disclose if they are using near-in NAPD profiles, which are resulting in lower altitude levels over areas farther away from the airport, including Studio City, Sherman Oaks, and the Santa Monica Mountains. The community has observed that BUR departures from certain operators are often up to 1,000 feet lower over these areas than others, increasing noise impacts. Though it will not resolve the issue, implementation of distant NADP profiles must be considered in the interim to help temporarily lessen the noise issues that are plaguing the communities of Studio City and Sherman Oaks that are away from the airport. - In addition, please analyze and design alternatives to Runway 33 arrivals including ROKKR, to limit the use of the wind arrival flight path over the Santa Monica Mountains. - Consider whether a more northerly flow would provide noise benefits, for at least half of the departure operations. - Consider whether Runway 15 departures could turn east rather than west, for at least half of the departure operations. Thank you for your consideration.

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180	Carey	Fox	Study boundary, affected areas and flight path concentration from NextGen procedures	Thank you to the Hollywood Burbank Airport (“BUR”), the FAA, the consultant team, and the advisory committees for conducting this Part 150 Noise Study (the “Study”). INTRODUCTION AND HISTORICAL CONTEXT - This Study, including the formation of a Citizen’s Advisory Committee (“CAC”), was the only Recommendation to move forward from the Southern San Fernando Valley Airport Noise Task Force (the “Task Force”) of 2019/2020. - BUR and the FAA participated in that Task Force with stakeholders from throughout the San Fernando Valley with the goal of addressing the sudden onslaught of noise complaints following flight path changes at BUR from late 2016/early 2017. - Communities on the ground observed that BUR’s flight paths moved nearly 3 nautical miles south of the former paths in new condensed, lowered, repetitive tracks. The FAA admitted at the Task Force that there had been a “southern shift” of BUR’s southern departure flight tracks, but the FAA said it did not know why this had occurred. - The FAA agreed in 2019 to complete an Environmental Assessment (“EA”) of BUR’s southern departures, releasing the draft EA on December 11, 2023. - Unfortunately, the draft EA completely ignored and disregarded the “southern shift” that the FAA itself admitted, and which had been the entire basis for doing the EA. Instead, the FAA used a false baseline in the draft EA from calendar year 2022, after the “southern shift” had occurred, paving the way for a Finding of No Significant Impact (FONSI). The FAA has received hundreds of pages of public comments from community members noting how the draft EA is flawed on this basis. OTHER AIRPORTS THAT HAVE ACHIEVED SUCCESS THROUGH PART 150/CAC - Following a Part 150 Study including a Citizen’s Advisory Committee, Minneapolis-St. Paul International Airport (“MSP”) as of January 2025 has a dispersal system, primarily for departing aircraft, to optimize airspace use and minimize noise impact on residential areas. This system, known as the "Runway Use System" (RUS), prioritizes runway assignments based on wind direction, airspace demand, and noise considerations. Departing aircraft at MSP are routed in a way that spreads them out over a wide area, rather than having them all head in the same direction immediately after takeoff. This is done to avoid concentrated noise impacts on specific neighborhoods. The Minneapolis-St. Paul Airport Commission has implemented these Noise Abatement Departure Procedures (each, an “NADP”) to reduce noise exposure for

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				Based on the display boards and presentation at the CAC meeting and Study Open House on May 22, 2025, NCP Development can include the following Noise Abatement Strategies: (1) use of previous flight tracks, (2) preferential runway use, (3) arrival/departure procedures, (4) airport layout modifications, and (5) use restrictions. - The draft NEM, with its focus on the immediate vicinity around BUR's runways, does not provide a basis for such strategies listed in the previous bullet point. Moreover, with such a narrowly-defined draft NEM, the Study will not achieve its intended objectives from the Task Force. - In conjunction with the draft EA, which should seek to correct the "southern shift" that the FAA itself has admitted, the draft NEM should be expanded so that the NCP can implement distant NADP strategies designed to reduce complaints in the areas with over 5,000 complaints shown in Figure 3-3 of the draft NEM. Please note that the 5,000+ complaint areas shown in the draft NEM only reflect the period studied (February 1, 2023 to January 31, 2024), and that these areas have logged over 4 million complaints since the "southern shift" of the BUR departure paths. - The consultants stated at the May 22, 2025 CAC meeting that even if the draft NEM is not expanded, which would mean that the FAA would disapprove proposals with respect to the Study funding, the FAA can nonetheless use its own internal resources (e.g., employees) to provide relief through such noise abatement strategies without paying Study funds to external recipients. CONCLUSION/REQUEST - I request the draft NEM be expanded to include the areas away from the airport (Studio City and Sherman Oaks) that have logged millions of noise complaints since the FAA's flight path changes at BUR in late 2016/early 2017, as shown in Figure 3-3 of the draft NEM. - In the alternative, I request that the NCP nonetheless move forward with noise abatement strategies including (1) use of previous flight tracks, (2) preferential runway use, (3) arrival/departure procedures, (4) airport layout modifications, and (5) use restrictions, that the FAA will implement through use of its own internal resources/employees, to honor the intentions of the Task Force Recommendation for this Study. Furthermore, pre-"southern shift" flight tracks could be restored by requiring early turns directly off the runway by use of BUR's Diverse Vector Areas, increased dispersal, and higher climb gradients. - The NCP should also review and re-evaluate all existing noise

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181	Rachel	Good	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
182	John Venturini	Venturini	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
183	Leslie	Poliak	Flight path concentration and NextGen procedures	I wrote because as a resident of Studio City, I can't even hear myself think at night now if a window is open. I've lived here for 25 years and a few years ago, you changed the flight paths and now all I hear is deafening noise. Please do something.
184	Juliana	Z	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

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185	Marcus	Zimmerman	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
186	Debra	Reynolds	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
187	Jay		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
188			Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
189	marjan	nourai	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
190	Ellen	Byron	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
191	Patricia	Livinghouse	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
192			Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
193	Ada	Allister	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
194	Mandy	Olsen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
195	LINDA	BRANCA	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

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196	Kesara		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
197	Victoria	Miller	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
198	Naz	Nourai	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
199	Lyn	Bertles	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
200	Tracey	Daniel	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
201	John	Cabrinha	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
202	PK		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
203	Larisa	Bolotsky	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
204	laura		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
205			Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
206	Amanda	Rosenfelt	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

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207	David	Brady	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
208	Chris	Dueringer	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
209	Cybelle	Jones	Study boundary, affected areas and flight path concentration from NextGen procedures	WE ARE BEING TORTURED IN STUDIO CITY!!!! FOUR MILLION COMPLAINTS FROM THIS AREA!!!!!!!!!!!!!!!!!!!! END. THIS. NOW. REQUEST - I request the draft NEM be expanded to include the areas away from the airport (Studio City and Sherman Oaks) that have logged millions of noise complaints since the FAA's flight path changes at BUR in late 2016/early 2017, as shown in Figure 3-3 of the draft NEM. - In the alternative, I request that the NCP nonetheless move forward with noise abatement strategies including (1) use of previous flight tracks, (2) preferential runway use, (3) arrival/departure procedures, (4) airport layout modifications, and (5) use restrictions, that the FAA will implement through use of its own internal resources/employees, to honor the intentions of the Task Force Recommendation for this Study. Furthermore, pre-"southern shift" flight tracks could be restored by requiring early turns directly off the runway by use of BUR's Diverse Vector Areas, increased dispersal, and higher climb gradients. - The NCP should also review and re-evaluate all existing noise abatement measures. The consultants should request that BUR provide altitude profiles that are typically used for each airline to develop recommendations that would minimize overall noise for both commercial and general aviation/air taxi operations. BUR and the airlines should disclose if they are using near-in NAPD profiles, which are resulting in lower altitude levels over areas farther away from the airport, including Studio City, Sherman Oaks, and the Santa Monica

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210	Sandy	Patten	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
211	David	Kimball	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
212	dm dminorsound .com		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
213	Laura	Croft	Study boundary, affected areas and flight path concentration from NextGen procedures	To the FAA, Hollywood Burbank Airport, Consultant Team, and CAC Members: We are writing on behalf of thousands of residents in Studio City and Sherman Oaks who are suffering daily—and have been suffering since 2017—because of your failure to correct the FAA's low, concentrated southern departure path out of Burbank Airport. Since this shift, we have logged over 4.2 million noise complaints. We are currently logging 40,000 complaints per month. And yet, your draft Noise Exposure Map (NEM) excludes us. Let us be clear: We are not being heard. We are not being helped. We are being harmed. At the last CAC meeting, residents cried. Elderly people, sick people, and parents of young children begged for relief. Planes now fly so low and so frequently that we cannot open windows, sit outside, or hold a conversation without being drowned out. Our homes shake. Our once-quiet foothill neighborhoods have been transformed into aviation freeways—all without public notice, environmental review, or consent. Meanwhile, Burbank, Pasadena, and Glendale—the airport owners—shield their own communities, pushing every departure through a narrow, unnatural, and abusive corridor over our neighborhoods. This is environmental injustice in plain sight. We demand the following immediate actions: 1. Expand the Noise Exposure Map (NEM) to include the Southern San Fernando Valley, specifically Studio City and Sherman Oaks, where the overwhelming majority of noise complaints originate. 2. Implement distant NADP procedures to provide interim relief to communities farther from the airport—those most affected by low altitude overflights. 3. Restore pre-2017 flight paths and require early turns, greater dispersal, and higher climb gradients—stop funneling every flight through our canyon. 4. Re-balance runway use: o Route at least 50% of departures north. o Modify Runway 15 to allow eastward turns.

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
				o Analyze and restrict Runway 33 arrivals, especially the ROKKR arrival path. 5. Immediately implement curfew enforcement and night noise reduction programs, modeled after Van Nuys Airport's Quieter Nights Program, and contact all non-emergency operators flying between 10:00 p.m. and 7:00 a.m. 6. Update forecasts and noise modeling to reflect real-world operations, including the upcoming 2026 terminal expansion and the expected arrival of Urban Air Mobility aircraft. You have the power to act—even without updating the NEM. FAA officials confirmed at the May 22, 2025 CAC meeting that internal resources can implement noise abatement procedures now, regardless of formal Study approvals or external funding constraints. We are no longer asking. We are demanding. This is a public health crisis, a quality of life crisis, and a blatant betrayal of public trust. The FAA's own Neighborhood Environmental Survey showed that people experience high levels of annoyance and harm from aviation noise well below 65 DNL, especially when NextGen flight path changes have led to repetitive, concentrated overflights—exactly what has happened here. And still, your current process sidelines us. The time for excuses is over. The time for studies is over. The time for relief is now. We will not be quiet. We cannot be quiet. You've made that impossible. Sincerely, LAURA TORTURED STUDIO CITY RESIDENT
214	John	Van Tongeren	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
215	Patrick	Duffy	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
216	Audrey Z.	Bar	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
217	Fiona	Reinhardt	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
218	Rosemarie	Thomas	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
219	Jon	Burk	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
220	Jeanne	Schroeder	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
221	Karen	Jacobs	Study boundary, affected areas and flight path concentration from NextGen procedures	To the FAA, Hollywood Burbank Airport, Consultant Team, and CAC Members: Since 2017, the residents of Studio City, California have been living under an unrelenting assault of low, concentrated, southbound departures from Hollywood Burbank Airport. This devastating change to the departure path—made without environmental review or public notice—has transformed our peaceful neighborhoods into a nonstop air corridor. The result? Over 4.2 million complaints since the shift. 40,000 new complaints every month. And yet—we are not even included in the draft Noise Exposure Map (NEM). At recent CAC meetings, people were crying, pleading, breaking down in frustration—elderly residents, those with chronic illness, parents with infants—all desperate for relief. We are unable to enjoy our homes, open windows, hold outdoor conversations, or sleep through the night. Homes shake. Lives are being upended. And yet, the Study proceeds as though we do not exist. We demand the following immediate actions: 1. Expand the NEM to include Studio City—the most impacted community by far, as your own data shows.

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
				2. Restore pre-2017 flight paths, using early turns, dispersal, and steeper climb gradients to move traffic out of this destructive corridor. 3. Implement distant NADPs to reduce noise in communities farther from the airport until more permanent solutions can be enacted. 4. Rebalance runway use: o Shift at least 50% of departures to a northerly flow. o Assess whether Runway 15 departures can turn east, not west. o Analyze and restrict Runway 33 arrivals, particularly ROKKR. 5. Launch a curfew enforcement and pilot outreach program, modeled after Van Nuys Airport's Quieter Nights Program. 6. Update modeling assumptions to account for the 2026 terminal expansion and future Urban Air Mobility traffic. This is not just a data issue—it is a human crisis. The draft NEM must be expanded. And even if it is not, FAA representatives themselves have confirmed that internal action can be taken immediately to implement abatement procedures without waiting for formal funding or NCP completion. The time to act is now. Studio City and Sherman Oaks are being disproportionately and unfairly punished for decisions made behind closed doors—while the cities that own the airport (Burbank, Pasadena, Glendale) remain protected. We are done waiting. We need solutions. And we need them urgently. Karen Jacobs TORTURED STUDIO CITY RESIDENT
222	Christine	Breault	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
223	Doron	Kauper	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
224	David	Bar	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
225	Debbie	Romero	Study boundary, affected areas and flight path concentration from NextGen procedures	To the FAA, Hollywood Burbank Airport Officials, Part 150 Study Team, and CAC Members: The community of Studio City has been suffering the consequences of the FAA's reckless 2016–2017 flight path shift for nearly a decade. Since that shift, our neighborhood has endured relentless low-flying, concentrated jet traffic, creating a constant, unbearable assault on our homes, our health, and our lives. We have submitted over 4.2 million noise complaints. That's not a typo. Over 40,000 complaints each month! And yet the current draft Noise Exposure Map (NEM) completely excludes the very area most impacted. WE DIDN'T MOVE NEAR THE AIRPORT, THE AIRPORT MOVED NEAR US! This is unconscionable. At every CAC meeting, Studio City residents—including the elderly, the sick, and parents with young children—have pleaded for relief. We are not exaggerating when we say people have been in tears, describing homes that shake with every flight, outdoor spaces that can no longer be used, and the impossibility of daily life under constant noise. These foothill neighborhoods had no commercial air traffic before 2017. Now, we live under an aviation superhighway we never consented to. It is clear: You have the power to fix this. You are choosing not to. We are demanding that this changes immediately. Our Demands: 1. Expand the draft NEM to include Studio City—the area generating the overwhelming majority of noise complaints since 2017. 2. Implement distant NADP procedures to provide immediate relief while permanent solutions are developed. 3. Restore previous flight paths, using early turns, increased dispersal, and higher climb gradients to eliminate the unbearable concentration of flights over our homes. 4. Rebalance runway use: o Shift at least 50% of departures to a northerly flow. o Modify Runway 15 departures to allow eastward turns.

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
				o Reduce and redesign Runway 33 arrivals (e.g., ROKKR) to avoid flying over the Santa Monica Mountains. 5. Enforce overnight curfews, and immediately adopt a Quieter Nights Program similar to Van Nuys Airport, with direct pilot outreach and data transparency. 6. Update the forecast model to include projected impacts from the new 2026 terminal and Advanced Air Mobility aircraft expected to launch at BUR. We are not asking for special treatment—we are asking for fairness, accountability, and humane policy. Burbank, Pasadena, and Glendale—who own the airport—have refused to allow any of this burden to fall on their communities. Instead, they have directed 100% of southern departures through a narrow, punishing corridor over ours. This is environmental injustice, and it is indefensible. There are clear precedents for reform. MSP and BWI have implemented systems that genuinely reduce community impact. So why is BUR refusing to do the same? FAA officials confirmed on May 22, 2025 that you don't need additional Study funding to act. You can make these changes now, using internal FAA resources. So why haven't you? We've filed lawsuits. We've contacted Congress. We've shown up for years at meetings, town halls, and open houses. We are exhausted, but we are not going away. Studio City demands immediate relief. The time for excuses is over. The time for studies is over. The time for relief is now. We will not be quiet. We cannot be quiet. You've made that impossible. Debbie Romero TORTURED STUDIO CITY RESIDENT

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
226	Brian	Moreno	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
227	Cindi	Galsor	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
228	Jade	Scaglione	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
229	Jade	Scaglione	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
230	Darlene	Yaplee	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
231	Shidan	Adlparvar	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
232	John	Schroeder	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
233	Carol	Becker	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
234	James	Israel	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
235	Audrey Z.	Bar	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
236	Aidan	Praytor	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
237	Hillary	Cohen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
238	Matt	Falkai	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
239	Michael	Goodrich	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
240	Inga	Stanelun	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
241	David	Norrell	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
242	Mele	Ihara	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
243	Janet	Tscha	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
244	Victoria	Bullock	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
245	Maria	Rodriguez	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
246	Gail	Salem	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
247	Frances	Hagan	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
248	Stephanie	Baio	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
249	Silvia	Sulis	Land use and zoning compatibility	*Comment included attachments (see page E-122) Hi, My name is Silvia Sulis and I'm a Planning Technician with the City of Burbank. Staff has reviewed the presentation and maps, and we would like to provide our comments, please see below: 1. Parcel on Vanowen and Empire: Please note that portions of this area are proposed to transition to mixed use commercial/residential in the Golden State Specific Plan (GSSP) (not adopted yet). In addition, there is a mixed-use residential development proposed on the property. It proposes 862 residential units and approximately 150,000 SF of commercial space. 2. Parcel between Valhalla Dr, W Pacific Ave, and N Hollywood Way: This is a Housing Opportunity Site identified in the Housing Element of the General Plan and is identified as a site in which we envision seeing mixed-use residential in the GSSP. 3. Parcel north of Maxam Memorial Park, between N Screenland Dr and Valhalla Dr: This is an armory right now, but the GSSP proposes to allow a public park as a permitted use. Would that still be considered a compatible use, given the noise contours? I'm also providing an annotated map reflecting the comments above, please see attachment. If you have any questions or comments, please don't hesitate to contact me.
250	Janet	Loeb	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
251	Neil	Newman	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
252	Mark V.	Phillips	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
253	Jill	Ettinger	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
254	Jay	Pellizzi	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
255	Gail & Paul	Wunsch	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
256	Stuart	Mcdonald	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
257	Anne	Hoeller	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
258	Jeremy	Platt	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
259	Robin	Barris	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
260	Michael	Pollack	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
261	Chloe	Stearns	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
262	Mark	Indig	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
263	stephanie	Baio	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
264	Hewsan	Pang	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
265	Hannah	Park	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
266	Linda	Jackson	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
267	KATALINA		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
268	Stephen	Loguidice	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
269	Lynn	McCracken	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
270	Jane	Goldenring	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
271	Amy	Kreutzen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
272	Dylan		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
273	Anne	Ruane	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
274	Janet Edmunds	Cohen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
275	Stephanie	Chambers	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
276	Martha	McMahon	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
277	Chris	Murray	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
278	Molly	Newman	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
279	Rodney	Kemerer	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
280	Julia	Bricklin	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
281	Alana	Garrop	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
282	Ryan	Agostino	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
283	Julie		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
284	Ben	Rowe	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
285	Sabrina	Silver	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
286	DEBORAH	LAKEMAN	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
287	Rodney	Kemerer	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
288	Leslye	Kasoff	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
289	Linda	Branca	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
290	JO ANNA	KORNGUTE	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
291	figus		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
292	Phil	Erenberg	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
293	Charter		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
294	Michael	Laren	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
295	Kathy	Nelson	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
296	Sohaila	Shakib	Study boundary, affected areas and flight path concentration from NextGen procedures	Thank you to the Hollywood Burbank Airport ("BUR"), the FAA, the consultant team, and the advisory committees for conducting this Part 150 Noise Study (the "Study"). INTRODUCTION AND HISTORICAL CONTEXT - This Study, including the formation of a Citizen's Advisory Committee ("CAC"), was the only Recommendation to move forward from the Southern San Fernando Valley Airport Noise Task Force (the "Task Force") of 2019/2020. - BUR and the FAA participated in that Task Force with stakeholders from throughout the San Fernando Valley with the goal of addressing the sudden onslaught of noise complaints following flight path changes at BUR from late 2016/early 2017. - Communities on the ground observed that BUR's flight paths moved nearly 3 nautical miles south of the former paths in new condensed, lowered, repetitive tracks. The FAA admitted at the Task Force that there had been a "southern shift" of BUR's southern departure flight tracks, but the FAA said it did not know why this had occurred. - The FAA agreed in 2019 to complete an Environmental Assessment ("EA") of BUR's southern departures, releasing the draft EA on December 11, 2023. - Unfortunately, the draft EA completely ignored and disregarded the "southern shift" that the FAA itself admitted, and which had been the entire basis for doing the EA. Instead, the FAA used a false baseline in the draft EA from calendar year 2022, after the "southern shift" had occurred, paving the way for a Finding of No Significant Impact (FONSI). The FAA has received hundreds of pages of public comments from community members noting how the draft EA is flawed on this basis. OTHER AIRPORTS THAT HAVE ACHIEVED SUCCESS THROUGH PART 150/CAC - Following a Part 150 Study including a Citizen's Advisory Committee, Minneapolis-St. Paul International Airport ("MSP") as of January 2025 has a

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
				dispersal system, primarily for departing aircraft, to optimize airspace use and minimize noise impact on residential areas. This system, known as the "Runway Use System" (RUS), prioritizes runway assignments based on wind direction, airspace demand, and noise considerations. Departing aircraft at MSP are routed in a way that spreads them out over a wide area, rather than having them all head in the same direction immediately after takeoff. This is done to avoid concentrated noise impacts on specific neighborhoods. The Minneapolis-St. Paul Airport Commission has implemented these Noise Abatement Departure Procedures (each, an “NADP”) to reduce noise exposure for residents. These profiles are tailored to different distances from the airport, with both "close-in" procedures for those living within 3.5 miles and "distant" procedures for those further out from the airport. See https://www.faa.gov/air_traffic/community_engagement/msp. - The FAA’ Sohaila Shakib, Ph.D
297	Michael	Chasteen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
298	Amy	Higgins	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
299	Karen	Higgins	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
300	June	Booth	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
301	Shaun	Benson	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
302	Nathan	Mendel	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
303	Carolyn	Garfinkel	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
304	Molly	Newman	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
305	Joan	Bullard	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
306	Susan Marder & Rich Ruttenberg		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
307	Crystal C.	Beecher	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
308	Albert	Shapiro	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
309	Tony	Knight	Study boundary, affected areas and flight path concentration from NextGen procedures	BOTTOM LINE - We knew about the BUR airport when we bought our home in 1986. HOWEVER, we didn't buy into the development of LAX 2 in our neighborhood, where ALL of the planes take off over Studio City and NONE take off over Burbank, Glendale, and Pasadena, who own the airport. If we are going to have LAX 2, then we all need to share the noise and if we are not willing to do that THEN WE NEED TO DOWNSIZE THE AIPORT! Dr. Tony Knight Studio CIty + Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
310	Nora	Doyle	Study boundary, affected areas and flight path concentration from NextGen procedures	Thank you to the Hollywood Burbank Airport ("BUR"), the FAA, the consultant team, and the advisory committees for conducting this Part 150 Noise Study (the "Study"). CONCLUSION/REQUEST - I request the draft NEM be expanded to include the areas away from the airport (Studio City and Sherman Oaks) that have logged millions of noise complaints since the FAA's flight path changes at BUR in late 2016/early 2017, as shown in Figure 3-3 of the draft NEM. - In the alternative, I request that the NCP nonetheless move forward with noise abatement strategies including (1) use of previous flight tracks, (2) preferential runway use, (3) arrival/departure procedures, (4) airport layout modifications, and (5) use restrictions, that the FAA will implement through use of its own internal resources/employees, to honor the intentions of the Task Force Recommendation for this Study. Furthermore, pre-"southern shift" flight tracks could be restored by requiring early turns directly off the runway by use of BUR's Diverse Vector Areas, increased dispersal, and higher climb gradients. - The NCP should also review and re-evaluate all existing noise abatement measures. The consultants should request that BUR provide altitude profiles that are typically used for each airline to develop recommendations that would minimize overall noise for both commercial and general aviation/air taxi operations. BUR and the airlines should disclose if they are using near-in NAPD profiles, which are resulting in lower altitude levels over areas farther away from the airport, including Studio City, Sherman Oaks, and the Santa Monica Mountains. The community has observed that BUR departures from certain operators are often up to 1,000 feet lower over these areas than others, increasing noise impacts. Though it will not resolve the issue, implementation of distant NADP profiles must be considered in the interim to help temporarily lessen the noise issues that are plaguing the communities of Studio City and Sherman Oaks that are away from the airport.

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
				- In addition, please analyze and design alternatives to Runway 33 arrivals including ROKKR, to limit the use of the wind arrival flight path over the Santa Monica Mountains. - Consider whether a more northerly flow would provide noise benefits, for at least half of the departure operations. - Consider whether Runway 15 departures could turn east rather than west, for at least half of the departure operations. Thanks for your consideration. Nora Doyle Studio City 91604
311	Terri	Larronde	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
312	Terri	Larronde	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
313	Shosha	Bottoms	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
314	Richard	Niederberg	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
315	Mark	Brown	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
316	Tracie	Yamashita-Dye	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
317	Joshua	Smith	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
318	steven	baio	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
319	steven	baio	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
320	Karen	Hamilton	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
321	SHIRLEY	CHASIN	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
322	Rick	Fagin	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
323	Danielle	Jaye	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
324	Edith	Becker	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
325	carol	obrien	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
326	Linda	Clarke	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
327	Edward	Singer	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
328	Chip	Meehan	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
329	Marykate	Harris	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
330	Hope		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
331	Steve	Pechter	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
332	Steve	Pechter	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
333	Almara	Sepanian	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
334	Tomm	Wells	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
335	Steve	Pechter	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
336	Drew	Filus	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
337	Jessica	Poter	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
338	Jeremy	Lee	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
339	Douglas		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
340	Kristi Hall	Stern	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
341	Jennifer	Gould	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
342	Tom	Holland	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
343	Josh	Holland	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
344	Ani	Ny	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
345	Susan	Goldberg	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
346	Kasi	Ryan	Study boundary, affected areas and flight path concentration from NextGen procedures	Thank you to the Hollywood Burbank Airport (“BUR”), the FAA, the consultant team, and the advisory committees for conducting this Part 150 Noise Study (the “Study”). Yes, this is a generic email, but seriously, please consider the areas that are now impacted with this "southern shift." I have always heard airplanes in my area, but in last few years the noise has increased significantly in my area of North Hollywood. So much so that I am considering moving (living in a rent controlled apartment where upgraded windows to mitigate the noise are not something the building owner will do). Also concerned about air quality, and would love to see noise and air monitors installed in the area now being impacted. *Form Letter*

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
347	Sherri	Elkaim	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
348	Gaby	Bouzaglou	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
349	Alexis	Prescott	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
350	JANET	BROWN	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
351	Alexis	Therapy	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
352	Chance	Krenzer	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
353	Heidi	MacKay	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
354	Chayes		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
355	Andrew	Epstein	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
356	kay		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
357	Jeffrey M.	Loeb	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
358	Mason	Newton	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
359	Rachel	Steinman	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
360	Laurie	Collister	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
361	Neila	Berton	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
362	Jay	Cohen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
363	Robert	Sniderman	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
364	Alan	Slasor	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
365	Sandra	Krist	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter + Sandra Krist P.S. Low airplanes with their loud engine noise roar over my house several times a day. It is AWFUL. You can do something to alleviate it, and you should! Thank you.
366	Brian	Bouchey	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
367	D McBeth		Study boundary, affected areas and flight path concentration from NextGen procedures	Thank you to the Hollywood Burbank Airport ("BUR"), the FAA, the consultant team, and the advisory committees for conducting this Part 150 Noise Study (the "Study") with the goal of addressing the sudden onslaught of noise complaints following flight path changes at BUR from late 2016/early 2017. The flight path being used for EVERY arrival is now down Sherman Way utilizing Runway 8. Even EAST arrivals are flying past BUR over multiple cities in the valley to then u-turn, fly back over multiple cities in the valley to then land on Runway 8. For environmental purposes, along with cost savings to airlines, using a direct route for all East arrivals would be to fly in from the North and land on Runway 15. Planes have used Runway 15 in the past. They use it when windy, so by all intents in purposes, using Runway 15 at all times would be more effective and alleviate a lot of the noise and pollution to the multiple cities that don't own the airport. Furthermore, BUR and the FAA have no concept of the fact that a plane flying at 3,000 feet down Sherman Way is a noise and pollution burden to my home which is 9 miles away from BUR and almost 2 miles north of Sherman Way. However, since the planes are flying so low, it sounds the same as flying directly over my home and low enough that I can still see the airline brand. Sound at that low altitude travels miles in all directions! Sherman Way consists of 90% homes and apartments to the east of VNY. Additionally, your arrivals are flying directly over the flight path of VNY at 2,700, which is now overrun by private jets, helicopters and prop planes. Common sense would dictate that the arrival flight path be changed for safety purposes especially since VNY has quite a number of aborted landings for some reason – just recently a 747 (that's right, they're getting these large planes now) aborted, which resulted in an extremely low correction over homes. The most obvious flight path would be to have your ARRIVALS land from the north on Runway 15. This would result in your planes flying over mountains instead of HOMES. We've seen planes use this route in the past and this is a priority change that needs to happen. We've lived in our home since 2003

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				and never thought about nor had any issues with Burbank Airport until these changes took effect. Another obvious flight path would be to have your DEPARTURES depart on Runway 15 to the south and then fly West through that very large gap. This would result in only impacting the 3 cities that own your airport – Burbank, Glendale and Pasadena which barely get any traffic, but all the revenue. Again, we've seen planes use this route in the past. I guarantee VNY has just as much air traffic as BUR at this point and they use 1 runway with arrivals from the north and departures to the south. Pretty simple. We don't even care if you have your planes arrive from the south and depart to the north on Runway 15 like they use when windy because there's plenty of room either way. Just use Runway 15! There's no reason to have every single one of your arrivals and departures continue to fly over the rest of the valley while the 3 cities that own your airport have no impact whatsoever. We don't want your planes over our homes! Ideally, the FAA would be more proactive instead of a typical reactionary government agency. There are reasons why there are more incidents at overcrowded airports. There are too many flights because airlines and airports are putting profit over safety, and the flight paths need a thorough review and overhaul starting with BUR. The idea that flying directly over VNY at low altitude and down a heavy residential street to land at runway 8 instead of utilizing runway 15 is unfathomable. Please do better FAA and BUR and all these other "groups" in charge of all of this.
368	Jill	Benickes	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
369	Laurie	Geer	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
370	Debra	Van Tongeren	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
371	NANCY	KRAUSSE-RACKHAM	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
372	Axel	Anderson	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
373	Linda	Clarke	Study boundary, affected areas and flight path concentration from NextGen procedures	I appreciate that Hollywood Burbank Airport (BUR), the FAA, the Consultant team, and the advisory committee for conducting this Part 150 Noise Study. In addition to comments previously submitted, I would like to share some supplemental thoughts. It is extremely disconcerting that the Draft Noise Exposure Map released as part of the current Part 150 Noise Compatibility Study does not include areas of Studio City and Sherman Oaks in the geographic boundaries for the Study's Noise Compatibility Program (NCP)---- communities directly, repeatedly, and significantly still experiencing adverse impact of significant jet traffic noise on a daily basis since the flight path shift southward well beyond the airport (2016/2017 FAA NextGen). BUR jets fly low and loud, many miles beyond the airport, ascending slowly into and across the south San Fernando Valley flats and foothills before heading to destination. This 'land use' is functionally incompatible with, and insensitive to documented adverse impacts (noise and toxic emissions) to people, wildlife and land in a highly noise sensitive landscape and high fire hazard areas. Current jet track data maps support what has been readily seen and heard for the past 8 years. This 'incompatibility' has been well documented with a massive response from multiple affected communities, as well as from elected representatives (city, state, federal) via the Task Force. This land use incompatibility exists and continues well beyond the current limits of the current exposure map. To not assess and consider noise beyond the boundaries immediately adjacent to the airport seems inappropriate, and doesn't accurately represent the continuing severity of noise exposure problems experienced in Los Angeles communities beyond the immediate airport vicinity. Since the previous noise metrics were taken prior to the 2017 shift in BUR

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				southerly departure path, the current draft Noise Map shows that 94% of jets depart south and that a larger area south of the airport bears concentrated noise impacts. In light of this, options for mitigation need to be reconstituted to reflect the realities of current mapping data in Studio City and Sherman Oaks. The map should be updated and expanded as needed so that the NCP achieves the Task Force objective. While I am aware that the FAA has rules about the nature and extent of data used to prepare a noise exposure map, their models seem out of sync with the actual reported, well documented evidence of land use incompatibility. The draft map with its limited boundary, and resulting NCP does not communicate the 'whole picture'-- i.e. appropriately include multiple communities well beyond BUR experiencing significant noise that is incompatible with human and environmental well being. Recommendations to mitigate noise must, in all fairness, utilize flight track information that shows where the reported/documented actual noise and jet flight paths are-- and this includes Los Angeles City communities in the 'flats' and rising hillside of Studio City and Sherman Oaks. By failing to include and consider the actual flight track evidence where BUR jets now fly, and over 4 million documented noise exposure complaints attesting to adverse impacts related to this, the new draft study does not present a realistic, fair representation upon which to accurately assess and base recommendations to the FAA to improve existing and future noise impacts. NCP can and should be expanded to recognize, include, and provide relief to Studio City and Sherman Oaks. Thank you for your time and consideration. Sincerely, Linda Clarke Sherman Oaks resident
374	Anne	DeSalvo	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
375	Lori	Shelton	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
376	Katina	Trotzuk	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
377			Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
378			Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
379	Cherilyn	Kamo	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
380	Mary	Odson	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
381	Laura	Zucker	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
382	Dorian	Meehan	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
383	Cheri	Minns	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
384	David	Kohn	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
385	Tom	Materna	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
386	Jonise	Sullivan	Study boundary, affected areas and flight path concentration from NextGen procedures	Thank you to the Hollywood Burbank Airport (“BUR”), the FAA, the consultant team, and the advisory committees for conducting this Part 150 Noise Study (the “Study”). INTRODUCTION AND HISTORICAL CONTEXT - This Study, including the formation of a Citizen’s Advisory Committee (“CAC”), was the only Recommendation to move forward from the Southern San Fernando Valley Airport Noise Task Force (the “Task Force”) of 2019/2020. - BUR and the FAA participated in that Task Force with stakeholders from throughout the San Fernando Valley with the goal of addressing the sudden onslaught of noise complaints following flight path changes at BUR from late 2016/early 2017. - Communities on the ground observed that BUR’s flight paths moved nearly 3 nautical miles south of the former paths in new condensed, lowered, repetitive tracks. The FAA admitted at the Task Force that there had been a “southern shift” of BUR’s southern departure flight tracks, but the FAA said it did not know why this had occurred. - The FAA agreed in 2019 to complete an Environmental Assessment (“EA”) of BUR’s southern departures, releasing the draft EA on December 11, 2023. - Unfortunately, the draft EA completely ignored and disregarded the “southern shift” that the FAA itself admitted, and which had been the entire basis for doing the EA. Instead, the FAA used a false baseline in the draft EA from calendar year 2022, after the “southern shift” had occurred, paving the way for a Finding of No Significant Impact (FONSI). The FAA has received hundreds of pages of public comments from community members noting how the draft EA is flawed on this basis. OTHER AIRPORTS THAT HAVE ACHIEVED SUCCESS THROUGH PART 150/CAC - Following a Part 150 Study including a Citizen’s Advisory Committee, Minneapolis-St. Paul International Airport (“MSP”) as of January 2025 has a dispersal system, primarily for departing aircraft, to optimize airspace use and minimize noise impact on residential areas. This system, known as the "Runway Use System" (RUS), prioritizes runway assignments based on wind direction, airspace demand, and noise considerations. Departing aircraft at MSP are routed in a way that spreads them out over a wide area, rather than having them all head in the same direction immediately after takeoff. This is done to avoid concentrated noise impacts on specific neighborhoods. The Minneapolis-St. Paul Airport Commission has implemented these Noise Abatement Departure Procedures (each, an “NADP”) to reduce noise exposure for

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				residents. These profiles are tailored to different distances from the airport, with both "close-in" procedures for those living within 3.5 miles and "distant" procedures for those further out from the airport. See https://www.faa.gov/air_traffic/community_engagement/msp. - The FAA's Aviation Environmental Design Tool ("AEDT") noise modeling system used for this Study is inherently limited in scope. Recognizing this, the Baltimore/Washington International Airport ("BWI") community roundtable hired the consulting firm VianAir to prepare the noise map for its Part 150 Study. Any airport using 65 CNEL from AEDT for the noise contour leaves off the "away from airport" communities impacted by NextGen flight path changes. The FAA's Neighborhood Environmental Survey ("NES") found that people are "highly annoyed" by aircraft noise due to NextGen flight path changes at noise levels significantly below 65 DNL in areas away from airports, such as Studio City and Sherman Oaks. Based on the NES, BWI's noise contours went down to 40 DNL for noise exposure areas, better reflecting the airport's noise impacts both near the airport and away from the airport. See https://anesymposium.aqrc.ucdavis.edu/sites/g/files/dgvnsk3916/files/inline-files/Understanding and Addressing - Jesse Chancellor and Jim Allerdice.pdf. - Based on these other airports, it is possible for Part 150 Studies to address known noise issues from flight path changes such as those that occurred at BUR nearly a decade ago (without environmental review or public notice). However, all involved must keep this goal in mind throughout the Part 150 process and not seek to simply check the boxes on the FAA's checklist for the process. PROBLEM WITH THE CURRENT BUR PART 150 STUDY - The past Part 150 Studies at BUR have historically addressed the vicinity immediately surrounding the airport. The Task Force specifically suggested a new BUR Part 150 Study to address the new noise impacts to areas further from the airport, specifically from the Southern San Fernando Valley areas of Studio City and Sherman Oaks. Therefore, limiting the Study to areas immediately surrounding the airport runs counter to the intent of the Task Force Recommendation to conduct a new Part 150 Study addressing newly impacted areas. NADPs that focus on the immediate vicinity of the airport ("near-in NADP") may have the negative consequence of increasing noise impacts in areas away from the airport (e.g., slower

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				climb, lower altitude, and greater noise farther out). Procedures that help reduce noise away from the airport ("distant NADP") must be considered in this Study to temporarily lessen the noise experienced by the communities further from the airport while more permanent resolutions are considered. - The FAA will use its noise metrics for the Study to once again avoid: (1) addressing the problems it created and (2) providing relief to the community that has suffered from the FAA's flight path changes for nearly a decade. This predictable outcome must be avoided at all costs. - While the draft Noise Exposure Map ("NEM") documents show in Figure 3-3 that nearly all noise complaints are from Studio City and Sherman Oaks, the resulting Noise Compatibility Program ("NCP") from such a limited draft NEM will not address those complaints. - The purpose of Recommendation 14 from the Task Force was to maintain and update the NEM and NCP at BUR, including specifically to consider preferential runway use programs to determine whether a more northerly flow provides noise benefits. The draft NEM shows that 94 of jets depart south and that a larger area south of the airport bears concentrated noise impacts, yet these areas are excluded from the NEM. The draft NEM should be updated and expanded as needed so that the NCP achieves the Task Force objective to include the Southern San Fernando Valley, specifically Studio City and Sherman Oaks. - Based on the Task Force Recommendation, the NCP at BUR is also required to analyze Runway 33 arrivals in an effort to limit the use of the wind arrival flight path over the Santa Monica Mountains. The map must be updated and expanded as needed so that the NCP achieves this objective. - In addition, the FAA's Terminal Area Forecast ("TAF") used for the 2030 noise modeling conditions (as well as the Mead Yahoo Mail: Search, Organize, Conquer

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387	Sahand		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
388	Heather	Juergensen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
389	Matt	Thompson	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
390	Heather	Juergensen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
391	Krista	Ghama	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
392	Monica	Tantraphol	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
393	Gail	Steinberg	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
394	Brittany	Benson	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
395	Hila	Leib	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

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396			Study boundary, affected areas and flight path concentration from NextGen procedures	Thank you to the Hollywood Burbank Airport ("BUR"), the FAA, the consultant team, and the advisory committees for conducting this Part 150 Noise Study (the "Study"). We are SAVE OUR SKIES LA and submit this comment on behalf of the thousands of Los Angeles residents who have been severely impacted by changes in flight procedures at BUR implemented as part of the FAA's NextGen program. These changes resulted in environmental harms to new areas not previously impacted, including a large swath of the Santa Monica Mountains from Laurel Canyon in Studio City all the way to Hayvenhurst in Encino both north and south of Ventura Blvd. Air Traffic from BUR shifted southward and also lowered in altitude because of the new flight procedures resulting in both air pollution and noise pollution that to this day has not been acknowledged or studied by the FAA or any federal agency. There are residents living in very highly impacted areas who have contracted chronic degenerative diseases (including cancer) since the changes were made by the FAA. This health impact also has not been acknowledged or studied by the FAA. The air pollution study conducted by UCLA Environmental Health Sciences professor and expert Yifang Zhu, documenting the presence of soot containing heavy metals from the BUR aircraft is posted and can be viewed on our website, sosla.org. We urge you to read it and to take into account the possible implications of these findings and to expand the envelope of the draft NEM to include Studio City, Sherman Oaks, and Encino, south of Ventura, to Sunset Blvd, as this truly reflects the new areas that have been made "airport adjacent" by the changes wrought by FAA's NextGen. INTRODUCTION AND HISTORICAL CONTEXT • This Study, including the formation of a Citizen's Advisory Committee ("CAC"), was the only Recommendation to move forward from the Southern San Fernando Valley Airport Noise Task Force (the "Task Force") of 2019/2020. • BUR and the FAA participated in that Task Force with stakeholders from throughout the San Fernando Valley with the goal of addressing the sudden onslaught of noise complaints following flight path changes at BUR from

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				late 2016/early 2017. • Communities on the ground observed that BUR's flight paths moved nearly 3 nautical miles south of the former paths in new condensed, lowered, repetitive tracks. The FAA admitted at the Task Force that there had been a "southern shift" of BUR's southern departure flight tracks, but the FAA said it did not know why this had occurred. • The FAA agreed in 2019 to complete an Environmental Assessment ("EA") of BUR's southern departures, releasing the draft EA on December 11, 2023. • Unfortunately, the draft EA completely ignored and disregarded the "southern shift" that the FAA itself admitted, and which had been the entire basis for doing the EA. Instead, the FAA used a false baseline in the draft EA from calendar year 2022, after the "southern shift" had occurred, paving the way for a Finding of No Significant Impact (FONSI). The FAA has received hundreds of pages of public comments from community members noting how the draft EA is flawed on this basis. OTHER AIRPORTS THAT HAVE ACHIEVED SUCCESS THROUGH PART 150/CAC • Following a Part 150 Study including a Citizen's Advisory Committee, Minneapolis-St. Paul International Airport ("MSP") as of January 2025 has a dispersal system, primarily for departing aircraft, to optimize airspace use and minimize noise impact on residential areas. This system, known as the "Runway Use System" (RUS), prioritizes runway assignments based on wind direction, airspace demand, and noise considerations. Departing aircraft at MSP are routed in a way that spreads them out over a wide area, rather than having them all head in the same direction immediately after takeoff. This is done to avoid concentrated noise impacts on specific neighborhoods. The Minneapolis-St. Paul Airport Commission has implemented these Noise Abatement Departure Procedures (each, an "NADP") to reduce noise exposure for residents. These profiles are tailored to different distances from the airport, with both "close-in" procedures for those living within 3.5 miles and "distant" procedures for those further out from the airport. See https://www.faa.gov/air_traffic/community_engagement/msp. • The FAA's Aviation Environmental Design Tool ("AEDT") noise modeling system used for this Study is inherently limited in scope. Recognizing this,

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				the Baltimore/Washington International Airport ("BWI") community roundtable hired the consulting firm VianAir to prepare the noise map for its Part 150 Study. Any airport using 65 CNEL from AEDT for the noise contour leaves off the "away from airport" communities impacted by NextGen flight path changes. The FAA's Neighborhood Environmental Survey ("NES") found that people are "highly annoyed" by aircraft noise due to NextGen flight path changes at noise levels significantly below 65 DNL in areas away from airports, such as Studio City and Sherman Oaks. Based on the NES, BWI's noise contours went down to 40 DNL for noise exposure areas, better reflecting the airport's noise impacts both near the airport and away from the airport. See https://anesymposium.aqrc.ucdavis.edu/sites/g/files/dgvnsk3916/files/inline-files/Understanding%20and%20Addressing%20-%20Jesse%20Chancellor%20and%20Jim%20Allerdice.pdf. • Based on these other airports, it is possible for Part 150 Studies to address known noise issues from flight path changes such as those that occurred at BUR nearly a decade ago (without environmental review or public notice). However, all involved must keep this goal in mind throughout the Part 150 process and not seek to simply check the boxes on the FAA's checklist for the process. PROBLEM WITH THE CURRENT BUR PART 150 STUDY • The past Part 150 Studies at BUR have historically addressed the vicinity immediately surrounding the airport. The Task Force specifically suggested a new BUR Part 150 Study to address the new noise impacts to areas further from the airport, specifically from the Southern San Fernando Valley areas of Studio City and Sherman Oaks. Therefore, limiting the Study to areas immediately surrounding the airport runs counter to the intent of the Task Force Recommendation to conduct a new Part 150 Study addressing newly impacted areas. NADPs that focus on the immediate vicinity of the airport ("near-in NADP") may have the negative consequence of increasing noise impacts in areas away from the airport (e.g., slower climb, lower altitude, and greater noise farther out). Procedures that help reduce noise away from the airport ("distant NADP") must be considered in this Study to temporarily lessen the noise experienced by the communities further from

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				the airport while more permanent resolutions are considered. • The FAA will use its noise metrics for the Study to once again avoid: (1) addressing the problems it created and (2) providing relief to the community that has suffered from the FAA's flight path changes for nearly a decade. This predictable outcome must be avoided at all costs. • While the draft Noise Exposure Map ("NEM") documents show in Figure 3-3 that nearly all noise complaints are from Studio City and Sherman Oaks, the resulting Noise Compatibility Program ("NCP") from such a limited draft NEM will not address those complaints. • The purpose of Recommendation 14 from the Task Force was to maintain and update the NEM and NCP at BUR, including specifically to consider preferential runway use programs to determine whether a more northerly flow provides noise benefits. The draft NEM shows that 94% of jets depart south and that a larger area south of the airport bears concentrated noise impacts, yet these areas are excluded from the NEM. The draft NEM should be updated and expanded as needed so that the NCP achieves the Task Force objective to include the Southern San Fernando Valley, specifically Studio City and Sherman Oaks. • Based on the Task Force Recommendation, the NCP at BUR is also required to analyze Runway 33 arrivals in an effort to limit the use of the wind arrival flight path over the Santa Monica Mountains. The map must be updated and expanded as needed so that the NCP achieves this objective. • In addition, the FAA's Terminal Area Forecast ("TAF") used for the 2030 noise modeling conditions (as well as the Mead & Hunt forecast) do not take into account the introduction of new Advanced Air Mobility/Urban Air Mobility "flying taxi" operations at BUR as early as 2026, or the fact that the Replacement Passenger Terminal Project opening in 2026 will increase the efficiency of departures and will likely lead to a larger increase in operations than currently forecasted. While the draft NEM can only contemplate currently known conditions, it is currently known that there will be additional impacts from these factors that are not reflected on the NEM, and which will also impact the Southern San Fernando Valley, specifically Studio City and Sherman Oaks. • The draft NEM notes in Section 1.2.1 (History of Noise Compatibility Planning at Hollywood Burbank Airport) that BUR implemented a voluntary

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				curfew for scheduled commercial operations, “achieving over 99 percent compliance.” The FAA sets certain definitions for aircraft types that could receive noise violations during voluntary curfew hours, which only apply to a small subset of extremely loud aircraft. The limited definition means that there are few operations that would qualify for noise violations and fines from operating past the voluntary curfew hours, though there are many objectively loud non-commercial operations that occur during overnight and early morning hours. Pilot education is a major part of voluntary noise abatement programs. The NCP could encourage compliance with the voluntary curfew by including that BUR will routinely advise any non-emergency operators who fly between 10:00 p.m. and 7:00 a.m. that they are operating during the voluntary curfew, even if such operations would not qualify for noise violations under the FAA’s narrowly-tailored definitions for noisy aircraft. Such program should include both general outreach and individual contact with pilots. The NCP could also incorporate Van Nuys Airport’s (“VNY”) Quieter Nights Program (“QNP”), which encourages all jet aircraft operators to avoid arrivals and departures at VNY between 11 p.m. and 7 a.m. whenever possible, unless the aircraft are involved in law enforcement, emergency, fire or air ambulance/life flight operations. Through its QNP, VNY reported for Q4 2024 that nighttime jet operations as a percentage of total jet operations are below 2019 levels despite the overall increased demand for chartered jets. VNY staff believes this is due to the QNP rollout and continued efforts since the 2020 launch. It is not apparent from the draft NEM that this will be part of the NCP, though I think that it should be. STRATEGIES SUGGESTED AT CAC MEETINGS • I understand from the CAC meetings and Study Open Houses that there are certain FAA rules about the data components and how the NEM is prepared, but the draft NEM is inadequate and the resulting NCP will not respect the intention of the Recommendations of the Task Force for this Study. • At each of the three CAC meetings so far, members of the public and government representatives have provided public comments for 30 minutes to an hour requesting that all involved with this Study do everything possible to provide relief from the flight path change impacts.

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				• Based on the display boards and presentation at the CAC meeting and Study Open House on May 22, 2025, NCP Development can include the following Noise Abatement Strategies: (1) use of previous flight tracks, (2) preferential runway use, (3) arrival/departure procedures, (4) airport layout modifications, and (5) use restrictions. • The draft NEM, with its focus on the immediate vicinity around BUR's runways, does not provide a basis for such strategies listed in the previous bullet point. Moreover, with such a narrowly-defined draft NEM, the Study will not achieve its intended objectives from the Task Force. • In conjunction with the draft EA, which should seek to correct the "southern shift" that the FAA itself has admitted, the draft NEM should be expanded so that the NCP can implement distant NADP strategies designed to reduce complaints in the areas with over 5,000 complaints shown in Figure 3-3 of the draft NEM. Please note that the 5,000+ complaint areas shown in the draft NEM only reflect the period studied (February 1, 2023 to January 31, 2024), and that these areas have logged over 4 million complaints since the "southern shift" of the BUR departure paths. • The consultants stated at the May 22, 2025 CAC meeting that even if the draft NEM is not expanded, which would mean that the FAA would disapprove proposals with respect to the Study funding, the FAA can nonetheless use its own internal resources (e.g., employees) to provide relief through such noise abatement strategies without paying Study funds to external recipients. CONCLUSION/REQUEST • I request the draft NEM be expanded to include the areas away from the airport (Studio City and Sherman Oaks) that have logged millions of noise complaints since the FAA's flight path changes at BUR in late 2016/early 2017, as shown in Figure 3-3 of the draft NEM. • In the alternative, I request that the NCP nonetheless move forward with noise abatement strategies including (1) use of previous flight tracks, (2) preferential runway use, (3) arrival/departure procedures, (4) airport layout modifications, and (5) use restrictions, that the FAA will implement through use of its own internal resources/employees, to honor the intentions of the Task Force Recommendation for this Study. Furthermore, pre-"southern shift" flight tracks could be restored by requiring early turns directly off the

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				runway by use of BUR's Diverse Vector Areas, increased dispersal, and higher climb gradients. • The NCP should also review and re-evaluate all existing noise abatement measures. The consultants should request that BUR provide altitude profiles that are typically used for each airline to develop recommendations that would minimize overall noise for both commercial and general aviation/air taxi operations. BUR and the airlines should disclose if they are using near-in NAPD profiles, which are resulting in lower altitude levels over areas farther away from the airport, including Studio City, Sherman Oaks, and the Santa Monica Mountains. The community has observed that BUR departures from certain operators are often up to 1,000 feet lower over these areas than others, increasing noise impacts. Though it will not resolve the issue, implementation of distant NADP profiles must be considered in the interim to help temporarily lessen the noise issues that are plaguing the communities of Studio City and Sherman Oaks that are away from the airport. • In addition, please analyze and design alternatives to Runway 33 arrivals including ROKKR, to limit the use of the wind arrival flight path over the Santa Monica Mountains. • Consider whether a more northerly flow would provide noise benefits, for at least half of the departure operations. • Consider whether Runway 15 departures could turn east rather than west, for at least half of the departure operations. Thank you for your consideration.

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397	Thomas	Akin	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
398	Jeanne	Epstein	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
399	Andrew	Epstein	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
400	Christine	Hsia	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
401	Jason	Puckett	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
402	Marge	Morris	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
403	Peter	Leinheiser	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
404	Bill	Jackson	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
405	Steve	Tripolskiy	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
406	John	Ruffner	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
407			Noise abatement and/or mitigation	Form Letter

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408	Steve	Wolf	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
409	Sara	Perry	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
410	Sara Perry	Perry	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
411	Dizzy	Dean	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
412	Dina Block	Block	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
413	Talia Strauss	Diner	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
414	Zack	Kazdoy	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
415	Scott	Bailey	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
416	R D		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
417	Peter	Leinheiser	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
418	Brittany	Horowitz	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

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419	Boris	Tripolskiy	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
420	Karen	Werner	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
421	Jeff	Grosvenor	Noise abatement and/or mitigation	Form Letter
422	SAVE OUR SKIES LA		Flight path concentration and NextGen procedures	*Attachment included with comment (see page E-123) Dear BUR Commissioners, Attached please find the air pollution study conducted by Dr Yifang Zhu in Sept 2019, in the Santa Monica Mountains. The area in which the air samples were taken is at the apex of where BUR jets have been flying upon departure from BUR and sometimes arrival at BUR since the southern shift occurred in 2016-2018. This is an area near Benedict Canyon near Mulholland in the Santa Monica Mountains. Jets also have been flying new arrival procedures into BUR that include a flight pattern the flies very low over the Mulholland Corridor. None of these flight procedures underwent a thorough and detailed environmental review. Newly impacted residents were never adequately or sufficiently notified of proposed changes. SAVE OUR SKIES LA commissioned the study. We represent approximately 15,000 residents who live in the foothills and mountain region of Studio City, Sherman Oaks, and Encino and also some of the other communities impacted by changes wrought by FAA NextGen. Thank you for your careful consideration of these concerns. Sincerely, SAVE OUR SKIES LA
423	HowTheWest Was Saved		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
424	B Lind		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
425	Dennis	Sullivan	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
426	Bridget	Sullivan	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
427	Bijan	Rafie-Tari	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
428	Eileen	McNeill	Study boundary, affected areas and flight path concentration from NextGen procedures	To Whom It May Concern, Thank you to the Hollywood Burbank Airport (BUR), FAA, consultants, and advisory committees for conducting the Part 150 Noise Study (the "Study"). **Background and Purpose** This Study, including the Citizens Advisory Committee (CAC), was the only recommendation to proceed from the 2019–2020 Southern San Fernando Valley Airport Noise Task Force, formed in response to a sharp increase in noise complaints after BUR's southern departure flight paths shifted nearly 3 nautical miles in late 2016/early 2017. Though the FAA acknowledged this "southern shift" at the time, its recent draft Environmental Assessment (EA) disregarded it entirely—using a false 2022 baseline that postdates the shift, enabling a Finding of No Significant Impact (FONSI). Hundreds of public comments have pointed out this flaw. **Lessons from Other Airports** Other airports show how Part 150 studies can deliver real noise relief: * *Minneapolis-St. Paul (MSP)* adopted dispersal-based departure procedures (NADPs) to reduce noise concentrations. Their strategies vary by proximity to the airport and prioritize noise equity and wind direction. * *Baltimore-Washington (BWI)* expanded noise mapping down to 40 DNL, rather than the FAA's outdated 65 DNL, to better represent noise impacts from modern flight paths. Their consultant, VianAir, used more representative data than the FAA's limited AEDT model. **Concerns with Current BUR Study** The draft Noise Exposure Map (NEM) focuses too narrowly on areas immediately around the airport, failing to include Studio City and Sherman Oaks—despite these neighborhoods generating the vast majority of complaints (as shown in Figure 3-3). This ignores the very intent of the Task Force recommendation: to address new noise impacts in areas farther from the airport. Further, NADPs used near the airport may worsen conditions for farther communities by keeping planes lower and louder for longer. The Study must consider "distant NADPs" to ease impacts in those neighborhoods while more permanent solutions are developed. **Other Gaps in the Study**

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				* The draft NEM omits future factors like Advanced Air Mobility operations and the 2026 terminal upgrade, both of which will increase flights and noise. * The NCP should promote education and outreach for voluntary curfew compliance, especially among general aviation and charter operators, similar to Van Nuys Airport's "Quieter Nights Program." * Runway use should be re-evaluated to explore whether more northerly flows or different departure routing (e.g., Runway 15 turning east) would reduce southern impact zones. * The draft NEM and forecast models also fail to include Runway 33 arrival alternatives and altitude discrepancies between operators—despite community observations of large variations in climb profiles. **CAC Input and FAA Options** At each CAC meeting, members of the public and elected officials have called for genuine action to reduce noise. The Study must not simply "check boxes" for FAA approval—it must address the real-world impact of the 2016–2017 changes. If the FAA declines to fund mitigation through this Study, it can still act independently using internal resources. **Requests** 1. **Expand the draft NEM** to include Studio City and Sherman Oaks, where millions of complaints have originated since the southern shift. 2. **Adopt NCP strategies** regardless of NEM expansion, including: * Return to pre-shift tracks via early turns and dispersal. * Implement distant NADPs to help farther communities. * Explore Runway 33 arrival alternatives and northerly flows. * Investigate altitude profiles used by airlines, especially those flying significantly lower over distant neighborhoods. * Encourage curfew compliance through pilot education and a local version of the VNY Quieter Nights Program. Thank you for your work and your consideration of these essential steps to bring meaningful noise relief to the Southern San Fernando Valley. Sincerely Eileen McNeill

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429	FRANK	MERWALD	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
430	Cynthia	Bain	Study boundary, affected areas and flight path concentration from NextGen procedures	*Comment included attachments (see page E-129) FAA, Hollywood Burbank Airport Authority, Part 150 Study Team, CAC Members, Elected Officials, and Members of the Press I am writing on behalf of thousands of residents in Studio City and Sherman Oaks who have endured nearly a decade of suffering due to the FAA's sudden and unvetted rerouting of departure paths from Burbank Airport in late 2016 and early 2017. That shift—implemented overnight, without public notice, environmental review, or local engagement—moved flight paths nearly 3 nautical miles south, carving a narrow, concentrated jet corridor directly over the Santa Monica Mountains and the residential foothills of our community. What had been peaceful, nature-adjacent neighborhoods were transformed into an aviation superhighway, without warning and without consent. Today, nearly all BUR departures fly low and in tight in relentless succession over these same hills, degrading air quality, destroying the soundscape, shaking homes, disturbing wildlife, and erasing the very conditions that once made this area livable. To date, our community has submitted more than 4.2 million noise complaints, with over 40,000 more every month. And yet, your latest Noise Exposure Map (NEM) excludes us entirely (attached below.) The Noise Map includes only the immediate vicinity of the airport, ignoring the areas where the majority of complaints are coming from. This map, if finalized, will define the boundaries of the Noise Compatibility Program — and therefore determine which communities will be considered in BUR's recommendations to the FAA for operational noise relief. We only have until midnight to object. This letter is being sent not only to the FAA and the Burbank Airport Authority, but also to elected officials and members of the press—because our community has exhausted every internal channel for relief. What's happening here is not just a regulatory failure. It is a human, environmental,

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				and ethical one. We need transparency, accountability, and immediate corrective action. _____ The data already proves where the harm is—yet the NEM draws us out of the solution. Figure 3-3 of the draft NEM displays dark purple circles over Studio City, each representing over 5,000 complaints logged between February 1, 2023 and January 31, 2024. These are the highest-volume complaint zones in the entire region. And yet: • Noise monitors? Not a single one is placed in Studio City. • Noise exposure contours? Our community is excluded entirely. • Noise solutions? Bypassed—again. This exclusion is indefensible. The data clearly shows where the harm is—but instead of centering those impacted areas, the map has been drawn to avoid them. That is not just oversight. It looks like evasion. Meanwhile, Burbank, Pasadena, and Glendale—the cities that own the airport—have shielded their own communities by funneling nearly all southern departures through one narrow, punishing corridor over ours. This is not shared burden. This is geographic discrimination. _____ Even Airport Leadership Formally Urged the FAA to Restore Pre-2017 Flight Paths This is not just a resident-led plea. In formal comments submitted to the FAA's Draft Environmental Assessment (EA) in January 2024, the Burbank-Glendale-Pasadena Airport Authority — the governing body that owns and operates Hollywood Burbank Airport — explicitly urged the FAA to reinstate the historical departure procedures and dispersal flight patterns used prior to the 2017 NextGen shift. That comment was signed on behalf of the Airport's Commissioners and is now part of the federal public record. I have attached a copy of this official statement for your reference. When the very agency that governs BUR acknowledges the damage done by the 2017 reroute and requests corrective action, it is indefensible that this Part 150 Study — and this Commission — continue to ignore that directive.

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				_____ ⃠ What's happening here isn't just a nuisance. It's harm. It's trauma. And it raises serious concerns about public health and accessibility. At the most recent CAC meeting, elderly residents, cancer patients, new mothers, and people with chronic illness described—in tears—the effects of these nonstop flights. We cannot sit outside. We cannot open our windows. Our homes shake. Our children cry out in fear. When senior citizens feel unsafe stepping onto their own patios... When medically vulnerable residents are pushed to the brink by continuous noise trauma... When parents report their children waking up in panic, night after night... These are not isolated anecdotes—they are consistent, credible, and alarming. While the FAA may choose to downplay the emotional toll, the cumulative health impact is undeniable, and the lack of proactive mitigation risks running counter to principles of accessibility and inclusion. This Commission has a duty to address these realities—not just for regulatory compliance, but for human decency. _____ We demand immediate and specific action: ☞ Restore pre-2017 flight paths — as recommended by the Burbank Airport Authority in its formal Draft EA comments — using BUR's Diverse Vector Areas, early turns, higher climb gradients, and increased dispersal. ☞ Expand the draft NEM to include Studio City and Sherman Oaks—where the overwhelming majority of complaints originate. ☞ Implement distant NADP procedures to provide immediate relief while long-term solutions are developed. ☞ Rebalance runway use: • Shift at least 50% of departures to a northerly flow. • Modify Runway 15 to allow eastward turns. • Redesign and reduce Runway 33 arrivals (including ROKKR) to avoid the Santa Monica Mountains. ☞ Adopt a "Quieter Nights" program immediately, modeled after Van Nuys Airport. Provide direct outreach to all non-emergency operators flying

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				between 10:00 p.m. and 7:00 a.m. ☞ Update forecast models to reflect the 2026 terminal expansion and expected Advanced Air Mobility operations. _____ FAA representatives confirmed at the May 22, 2025 CAC meeting that these changes can be made now using internal resources. Other airports—MSP, BWI, VNY—have implemented these reforms. There is no defensible reason for BUR to continue delaying action. We've shown up for years. We've participated in every hearing. We've filed lawsuits. We've contacted our Congressional representatives. We are exhausted—BUT WE ARE NOT GOING AWAY. You have the opportunity—and the obligation—to correct course. The time for excuses is over. The time for studies is over. The time for relief is now. We will not be quiet. We cannot be quiet. You've made that impossible. Attachments: • Draft EA Comment Letter (BGPAA – January 2024) • Noise Complaint Map (Figure 3-3) • Noise Monitor Locations Map • Draft NEM Coverage Map Sincerely, Cynthia Bain Studio City Resident

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431	Robert	milanesi	Study boundary, affected areas and flight path concentration from NextGen procedures	To Whom It May Concern, Thank you to the Hollywood Burbank Airport (BUR), FAA, consultants, and advisory committees for conducting the Part 150 Noise Study (the "Study"). **Background and Purpose** This Study, including the Citizens Advisory Committee (CAC), was the only recommendation to proceed from the 2019–2020 Southern San Fernando Valley Airport Noise Task Force, formed in response to a sharp increase in noise complaints after BUR's southern departure flight paths shifted nearly 3 nautical miles in late 2016/early 2017. Though the FAA acknowledged this "southern shift" at the time, its recent draft Environmental Assessment (EA) disregarded it entirely—using a false 2022 baseline that postdates the shift, enabling a Finding of No Significant Impact (FONSI). Hundreds of public comments have pointed out this flaw. **Lessons from Other Airports** Other airports show how Part 150 studies can deliver real noise relief: * *Minneapolis-St. Paul (MSP)* adopted dispersal-based departure procedures (NADPs) to reduce noise concentrations. Their strategies vary by proximity to the airport and prioritize noise equity and wind direction. * *Baltimore-Washington (BWI)* expanded noise mapping down to 40 DNL, rather than the FAA's outdated 65 DNL, to better represent noise impacts from modern flight paths. Their consultant, VianAir, used more representative data than the FAA's limited AEDT model. **Concerns with Current BUR Study** The draft Noise Exposure Map (NEM) focuses too narrowly on areas immediately around the airport, failing to include Studio City and Sherman Oaks—despite these neighborhoods generating the vast majority of complaints (as shown in Figure 3-3). This ignores the very intent of the Task Force recommendation: to address new noise impacts in areas farther from the airport.

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				Further, NADPs used near the airport may worsen conditions for farther communities by keeping planes lower and louder for longer. The Study must consider “distant NADPs” to ease impacts in those neighborhoods while more permanent solutions are developed. **Other Gaps in the Study** * The draft NEM omits future factors like Advanced Air Mobility operations and the 2026 terminal upgrade, both of which will increase flights and noise. * The NCP should promote education and outreach for voluntary curfew compliance, especially among general aviation and charter operators, similar to Van Nuys Airport’s “Quieter Nights Program.” * Runway use should be re-evaluated to explore whether more northerly flows or different departure routing (e.g., Runway 15 turning east) would reduce southern impact zones. * The draft NEM and forecast models also fail to include Runway 33 arrival alternatives and altitude discrepancies between operators—despite community observations of large variations in climb profiles. **CAC Input and FAA Options** At each CAC meeting, members of the public and elected officials have called for genuine action to reduce noise. The Study must not simply “check boxes” for FAA approval—it must address the real-world impact of the 2016–2017 changes. If the FAA declines to fund mitigation through this Study, it can still act independently using internal resources. **Requests** 1. **Expand the draft NEM** to include Studio City and Sherman Oaks, where millions of complaints have originated since the southern shift. 2. **Adopt NCP strategies** regardless of NEM expansion, including: * Return to pre-shift tracks via early turns and dispersal. * Implement distant NADPs to help farther communities.

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				* Explore Runway 33 arrival alternatives and northerly flows. * Investigate altitude profiles used by airlines, especially those flying significantly lower over distant neighborhoods. * Encourage curfew compliance through pilot education and a local version of the VNY Quieter Nights Program. Thank you for your work and your consideration of these essential steps to bring meaningful noise relief to the Southern San Fernando Valley. Sincerely, Robert milanesi
432	Evelyn	Gray	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
433	Kesara	Borirak	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
434	Wendy	Luckenbill	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
435	Israel	Diner	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
436	Edouard	Brenneisen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
437	Liz and Warren		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
438	Warren	Chow	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

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439	Warren	Chow	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
440	Yoran		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
441	Hila	Vaknin	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
442	Alison	Flierl	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
443	Caterina	Nelli	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
444	Emily	Iujvidin	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
445	Annalisa	Liberman	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
446	Jason	Ickovitz	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
447	Mona	Nasr	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
448	Lawrence	Turner	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
449	Laura	Crompton	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

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450	Blythe		Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
451	Max	Lesser	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
452	Melanie	Pimentel	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
453	Laurissa	James	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
454	Genevieve	Jenkins	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
455	Jane	Goe	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
456	Amber	Jacobsen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
457	Cassandra	Levy	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
458	Jeannie	Roshar	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
459	Keyavash	Nourai	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
460	Masha	Hatam	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

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461	Jessica	Wood	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
462	Jaime	Newman	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
463	Jesse	Sanford	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
464	Laurissa	James	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
465	Richael	Nicolaisen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter

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466	Bill	Scott	Aircraft operations and curfew enforcement	*Comment included attachments (see page E-131) Southwest appreciates the opportunity to participate on the Technical Advisory Committee (TAC). The DRAFT Noise Exposure Maps (NEM) memorialized in 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, dated May 12, 2025, (attached) appear substantially the same as that recorded in 2017. The 2025 and 2030 contours reflect the arrival/departure configuration used most often at the field…arrivals to Runway 8 and departures from Runway 15. We anticipate that both the Noise Compatibility Program (NCP) and Phase 2 will likewise mirror issues and understandings previously identified, accommodated, or deferred. Southwest's interests are grounded in safety of flight considerations, and the operational requirements/characteristics of our aircraft fleet. We balance these predicates with our historical commitment to work collaboratively and continuously with the airport operator and community, collectively as good neighbors. 1. Southwest encourages the continuation of open exchanges within the TAC, and adaptive considerations when developing ongoing noise abatement considerations, and measures. 2. The Part 150 Noise Study Update should factor the interplay of airspace and operations at and between the Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY). The FAA has identified safety concerns that may drive future consideration of flight paths that would likely affect contours. 3. Our valuations reflect the systemic use of tracks/flight paths associated with published arrival procedures. Our valuations also reflect a respect for surface noise considerations, and the performance of our aircraft on departure. 4. Off nominal vulnerabilities are not factored. These might include "go-arounds" issued by BUR Airport Traffic Control Tower (ATCT), and the Southern California Terminal Radar Approach Control (TRACON) (SCT); or in response to Traffic Alert and Collision Avoidance System (TCAS) Resolution Advisories (RA).

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				5. Southwest would be critical of any proposed mitigations that compel noise weighted configuration changes. The 2025 and 2030 contours reflect the arrival/departure configuration used most often at the field…arrivals to Runway 8 and departures from Runway 15. We anticipate that both the Noise Compatibility Program (NCP) and Phase 2 will likewise mirror issues and understandings previously identified, accommodated, or deferred. Southwest's interests are grounded in safety of flight considerations, and the operational requirements/characteristics of our aircraft fleet. We balance these predicates with our historical commitment to work collaboratively and continuously with the airport operator and community, collectively as good neighbors. 1. Southwest encourages the continuation of open exchanges within the TAC, and adaptive considerations when developing ongoing noise abatement considerations, and measures. 2. The Part 150 Noise Study Update should factor the interplay of airspace and operations at and between the Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY). The FAA has identified safety concerns that may drive future consideration of flight paths that would likely affect contours. 3. Our valuations reflect the systemic use of tracks/flight paths associated with published arrival procedures. Our valuations also reflect a respect for surface noise considerations, and the performance of our aircraft on departure. 4. Off nominal vulnerabilities are not factored. These might include "go-arounds" issued by BUR Airport Traffic Control Tower (ATCT), and the Southern California Terminal Radar Approach Control (TRACON) (SCT); or in response to Traffic Alert and Collision Avoidance System (TCAS) Resolution Advisories (RA). 5. Southwest would be critical of any proposed mitigations that compel noise weighted configuration changes.

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467	Rachael	Nicolaisen	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
468	Derek	Anthony Gray	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
469	Gordon	Ho	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
470	Steve	Tripolskiy	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
471	Alain	Yotnegparian	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
472	Arman	Levoni	Study boundary, affected areas and flight path concentration from NextGen procedures	Form Letter
473	Federico	F	Aircraft operations and curfew enforcement	Stated that 92% of flights take off south, looping toward the Hollywood Hills and Van Nuys Airport. Asked why this is happening and inquired about the 140-acre development north of the airport.
474	Luke	Klipp	Public outreach and participation	I am here on behalf of Representative Laura Friedman of the 30th District and I am looking forward to engaging with all of the constituents.
475	Lori	Rittenberg	Study boundary, affected areas and flight path concentration from NextGen procedures	Studio City impacts are horrible and we need to be more representation and that the noise is impacting our lives. higher altitude departures and dispersal of flight tracks. Disappointed that City of LA representatives are not on the CAC. I have seen the legal issues between the City of LA and BGPAA. Requested formal City of LA representation on the CAC.
476	Heidi	Mackay	Study boundary, affected areas and flight path concentration from NextGen procedures	I am a Studio City Resident and I am here to express concern over lack of Studio City representation on the CAC. Feels residents' concerns are being ignored. There has been over 4 million noise complaints related to the project. Stated that low flights over the hills and Santa Monica Mountains are disruptive to all of the constituents.

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477	Janine	Love	Study boundary, affected areas and flight path concentration from NextGen procedures	Sherman Oaks and Studio City resident of 45 years and its disappointing to see we do not have the representation that we deserve. The change is dramatic and unprecidented. We need a voice and to be heard.
478	John	Van Tongern	Study boundary, affected areas and flight path concentration from NextGen procedures	Studio City and sherman oaks resident and we are dealing with horrible effects that come with the effects of the low flying planes and the path it flies directly effects my home. FAA never has told me that why they changed the path. We need answers
479	Eric	Robinson	Study boundary, affected areas and flight path concentration from NextGen procedures	Studio City resident that wants to say Resolution 488 is being violated with this current forum. We are being terrorized by this noise and the current conditions. We cant live anywhere else and my kids cant move schools anywhere else.
480	Linda	Clarke	Flight path concentration and NextGen procedures	This is my first meeting to attend on this and I am a studio city resident. Flights are coming and going at 6:30 AM and I am urging you to please change these flight paths that are currently killing my city. I don't know how to express how deeply these flight paths and the issues we deal with effect us and our day to day lives. This is incredibly bothersome and upsets me beyond words. Please change the flight path.
481	Susan	Hammer	Study boundary, affected areas and flight path concentration from NextGen procedures	I represent the Coldwater Canyon area, we want representation and im dealing with 30-40 planes coming a day from my home. It is unbearable to live in my area, these flights are killing my community. We need to make sure that the surrounding communities are sharing equally to have a unified center of commerce.
482	Jane	Goe	Study boundary, affected areas and flight path concentration from NextGen procedures	I am a resident and business owner in studio city and the noise impacts are impacting every aspect of my health, life and overall being. Flights from 6:30-until late at night are completely disturbing my way of living. We need completely to be represented on this CAC body.
483	Benj	Thall	Noise abatement and/or mitigation	I just want to mention that im a north hollywood resident and the citizens of LA that deal with the burden of this noise deserce to be on this committee. How do you determine community nosie levels?
484	Amy	Higgins	Eligibility for noise insulation or relief programs	Im a toluca lake resident and it has been incredibly difficult to see how my life savings have gone into the home I am living in now and now my life has become a wreck from dealing with the noise of this airports noise isseues. Sound instillation courtesy needs to be reinstalled by the Airport to the residents. NH West Toluca Lake Studio City

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485	Doug	Mensman	Study boundary, affected areas and flight path concentration from NextGen procedures	1/3rd of the airports boundaries are within the City of LA and there has to be a change. The elected representative I work for does not agree with this decision and I want to get that on the record
486	Laure	Rittenberg	Public outreach and participation	I want to thank you to serving us in the South Valley, Burbank airport commission allowed for people from the City of LA to join the body but without voting ability. We want the ability to have voting rights on this advisory body. We have a lot of impacts and it would mean a lot to have this happen.
487	James		Public outreach and participation	I was part of the call on March 17th and it became clear to me that the Airport commissioners are just politicians. They are not here to help the people that are affected and after 24 LA residents asked for voting rights and I think it is unreasonable for LA residents to live with 104 take off's over our heads and there is no mitigation efforts in place. Commissioners are not doing their constituents justice.
488	Wayne	Williams	Study boundary, affected areas and flight path concentration from NextGen procedures	I am a Van Nuys Citizens Advisory Board member, I live southwest of the 405/101 freeways. The volume of traffic coming out of the city of Burbank is become unbearable. I have lengthy experience in this industry working with the FAA. I ask that this council and body have voting members from the City of LA and the city of Burbank hears the voices of the people who are most affected which are the stakeholders in the city of LA.
489	Linda	Clarke	Study boundary, affected areas and flight path concentration from NextGen procedures	I appreciate the chance to speak here and for considering 3 members from LA to join. However, those 3 LA members not having voting rights is concerning to me. The creation of this CAC was a task force recommendation and that was based off the issues that were facing members from the City of LA. Having said that, I think it is needed that they are voting members not just representatives. I respectfully hope that you CAC members use your influence to get them voting rights.
490	Mehmet	Berker	Public outreach and participation	Thank you for reinstating 3 members from the City of LA. I listened into the BGPAA meeting and also to LAWA. Our office is ready to be involved to make appointments and I know you are hearing about voting/ex-officio rights on this body and I hope that happens. Thanks again.
491	Steve	Wolf	Public outreach and participation	I had 14 plans from 7-9 coming over my head and I am happy my community is now represented and being heard.
492	Diane	Phona	Public outreach and participation	Thank you on behalf of MR. Schultz that LA City representatives are being represented on the board going forward.

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493	Susan	Hammer	Study boundary, affected areas and flight path concentration from NextGen procedures	I wanted to reiterate that LA is not in the map of the noise, so I hope my LA county representatives are able to explain the noise issue we feel. Some days it is a lot noisier than others but the noise path destroys the peace we should be having in our backyard.
494	Lee	McNeill	Study boundary, affected areas and flight path concentration from NextGen procedures	I am here from Studio City and last night I was trying to see if the noise is as bad as normal and my constituents and I are very impacted by the current flight path. We want out voices heard
495	Lori	Geer	Aircraft operations and curfew enforcement	We have a huge problem in Studio City and we have a noise issue/dangerous problem with how low the planes are flying.
496	Molly	Newman	Study boundary, affected areas and flight path concentration from NextGen procedures	This is my first meeting, in 2014 we bought our dream home in Studio City and a few years later this turned into a nightmare. We suffer with this noise and we cant even open our windows every day. We have to stop talking while the plane goes over every day and it has really impacted our quality of life. Take into account what is happening in my neighborhood and make the changes.
497	Cynthia		Study boundary, affected areas and flight path concentration from NextGen procedures	Representing Studio City and 300 of my neighbors who thank me for my advocacy. We are suffering and Burbank participated in a taskforce to make recommendations to alert the flight path after the issues our community had issues. The resulting noise compatibility impacts show major issues in Sherman oaks and studio city, we want to be heard and feel our pain we deal with. Recommendation 14 from the task force was to update the maps and install preferential runway impacts. We want to move away from the southerly shift of departures/arrivals and we need to make that change because these planes are basically 500 feet from our homes. We need these changes and the map should be updated.
498	Sabrina	Solver	Study boundary, affected areas and flight path concentration from NextGen procedures	I came specifically to speak about the fact that the LA members cant vote that are sitting on this body. Il live in valley village and we have no enjoyment of our properties with these flight path issues from the noise that we see. I don't think this is fair and democratic that the LA county members affected cant have their voice vote.
499	Eric	Robinson	Study boundary, affected areas and flight path concentration from NextGen procedures	I am an 18 year resident of studio city and over 8 years we are suffering over this horrendous increase of pollution and airport noise. I am on the Van Nuys CAC and since the FAA changes their rules we have received a 66% noise decrease since they changed over the flight paths. I also want to make note of the tragedy that happened in the San Diego today. It is a

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
				tragedy that the LA reps cant vote and we need to make them voting members and increase the number of residents of LA. Every 30 seconds we need to stop for 30 seconds due to these flights since we cant hear due to the flight paths.
500	Mathew	Yedin	Study boundary, affected areas and flight path concentration from NextGen procedures	I am in Studio Village and where I live is like ground zero. These planes come over our heads every day and they need to move these flights in a way that veer north of the 101. We need to emphasize flying over the mountains or make a change that takes care of everyone so it doesn't only affect one party. The FAA has knowingly used delay tactics and lie about the findings but they cheated us where they have not found any solutions. Only one group is suffering and lets spread this suffering.
501	Alex	Izbicki	Study boundary, affected areas and flight path concentration from NextGen procedures	Studio City born and raised and I find it very incredible that because of the mitigating situation that we desire like the freeway is not a corridor that can be flied on. IF a plane is capable of making a hard right over the freeway and instead of the areas where people live is not an option. There is a mean decibel level over these areas and you chose to fly over homes instead of over cars on the freeway. We have sound walls and we build mitigation measures for animals but cant do the same for humans. If you are flying over homes because it is more profitable then we need to know. I need to know if you will pay for 50% of my homes value if you are taking 50% of my homes utility
502	Jeanie	Love	Study boundary, affected areas and flight path concentration from NextGen procedures	in 2018 an Agreement between the FAA Newport and Orange county made an agreement to review environmentally if it is right to fly over their homes and I guess because they have a lot of money they were able to make changes. WE are seeing dangerous levels of pollution and we want the same rights and ability as they do. Studio City and LA need their voices heard, we have submitted 4 million complaints that have had no follow up. Stop the bureaucracy .
503	Michelle	Allen	Study boundary, affected areas and flight path concentration from NextGen procedures	Since 2017 I have made complaints and issues as well as many other apps I've submitted every single instances where the noise has been affecting my life. I work from home and even complained 600 times a day and I am losing my train of thought. I have not slept in my own home over 8 years at night and need to tell you how bad my quality of life since the FAA changes the path. This has to stop.

Comment ID	Commenter First Name	Commenter Last Name	Comment Category	Comment
504	Linda	Clarke	Study boundary, affected areas and flight path concentration from NextGen procedures	46 year resident of Sherman Oaks and I realize that having flown many times out of Burbank and I experienced how during my travel how these flight paths can be moved and I don't think these maps consider who and where you are flying over. I think this is incompatible and we need to make the proper changes to outline how we can find a resolution. I wish we can have the changes van Nuys had and its only reasonable that LA representatives are voting members.
505	Adrin Nazarian and Nithya Raman		Study boundary, affected areas and flight path concentration from NextGen procedures	See letter on page E-119.

Form Letter

The following comment is identified as "Form Letter" in Table E-1.

Thank you to the Hollywood Burbank Airport ("BUR"), the FAA, the consultant team, and the advisory committees for conducting this Part 150 Noise Study (the "Study").

INTRODUCTION AND HISTORICAL CONTEXT

- This Study, including the formation of a Citizen's Advisory Committee ("CAC"), was the only Recommendation to move forward from the Southern San Fernando Valley Airport Noise Task Force (the "Task Force") of 2019/2020.

- BUR and the FAA participated in that Task Force with stakeholders from throughout the San Fernando Valley with the goal of addressing the sudden onslaught of noise complaints following flight path changes at BUR from late 2016/early 2017.

- Communities on the ground observed that BUR's flight paths moved nearly 3 nautical miles south of the former paths in new condensed, lowered, repetitive tracks. The FAA admitted at the Task Force that there had been a "southern shift" of BUR's southern departure flight tracks, but the FAA said it did not know why this had occurred.

- The FAA agreed in 2019 to complete an Environmental Assessment ("EA") of BUR's southern departures, releasing the draft EA on December 11, 2023.

- Unfortunately, the draft EA completely ignored and disregarded the "southern shift" that the FAA itself admitted, and which had been the entire basis for doing the EA. Instead, the FAA used a false baseline in the draft EA from calendar year 2022, after the "southern shift" had occurred, paving the way for a Finding of No Significant Impact (FONSI). The FAA has received hundreds of pages of public comments from community members noting how the draft EA is flawed on this basis.

OTHER AIRPORTS THAT HAVE ACHIEVED SUCCESS THROUGH PART 150/CAC

- Following a Part 150 Study including a Citizen's Advisory Committee, Minneapolis-St. Paul International Airport ("MSP") as of January 2025 has a dispersal system, primarily for departing aircraft, to optimize airspace use and minimize noise impact on residential areas. This system, known as the "Runway Use System" (RUS), prioritizes runway assignments based on wind direction, airspace demand, and noise considerations. Departing aircraft at MSP are routed in a way that spreads them out over a wide area, rather than having them all head in the same direction immediately after takeoff. This is done to avoid concentrated noise impacts on specific neighborhoods. The Minneapolis-St. Paul Airport Commission has implemented these Noise Abatement Departure Procedures (each, an "NADP") to reduce noise exposure for residents. These profiles are tailored to different distances from the airport, with both "close-in" procedures for those living within 3.5 miles and "distant" procedures for those further out from the airport. See https://www.faa.gov/air_traffic/community_engagement/msp.

- The FAA's Aviation Environmental Design Tool ("AEDT") noise modeling system used for this Study is inherently limited in scope. Recognizing this, the Baltimore/Washington International Airport ("BWI") community roundtable hired the consulting firm VianAir to prepare the noise map for its Part 150 Study. Any airport using 65 CNEL from AEDT for the noise contour leaves off the "away from airport" communities impacted by NextGen flight path changes. The FAA's Neighborhood Environmental Survey ("NES") found that people are "highly annoyed" by aircraft noise due to NextGen flight path changes at noise levels significantly below 65 DNL in areas away from airports, such as Studio City and Sherman Oaks. Based on the NES, BWI's noise contours went down to 40 DNL for noise exposure areas, better reflecting the airport's noise impacts both near the airport and away from the airport. See https://anesymposium.aqrc.ucdavis.edu/sites/g/files/dgvnsk3916/files/inline-files/Understanding%20and%20Addressing%20-%20Jesse%20Chancellor%20and%20Jim%20Allerdice.pdf.

- Based on these other airports, it is possible for Part 150 Studies to address known noise issues from flight path changes such as those that occurred at BUR nearly a decade ago (without environmental review or public notice). However, all involved must keep this goal in mind throughout the Part 150 process and not seek to simply check the boxes on the FAA's checklist for the process.

PROBLEM WITH THE CURRENT BUR PART 150 STUDY

- The past Part 150 Studies at BUR have historically addressed the vicinity immediately surrounding the airport. The Task Force specifically suggested a new BUR Part 150 Study to address the new noise impacts to areas further from the airport, specifically from the Southern San Fernando Valley areas of Studio City and Sherman Oaks. Therefore, limiting the Study to areas immediately surrounding the airport runs counter to the intent of the Task Force Recommendation to conduct a new Part 150 Study addressing newly impacted areas. NADPs that focus on the immediate vicinity of the airport ("near-in NADP") may have the negative consequence of increasing noise impacts in areas away from the airport (e.g., slower climb, lower altitude, and greater noise farther out). Procedures that help reduce noise away from the airport ("distant NADP") must be considered in this Study to temporarily lessen the noise experienced by the communities further from the airport while more permanent resolutions are considered.

I cannot sit outside on my covered patio and have a conversation with a person sitting 2 feet from me without having to shout due the incessant planes! Never before has it been thus terrible. I haves lived here in studio City for over 15 years. That is not OK!

- The FAA will use its noise metrics for the Study to once again avoid: (1) addressing the problems it created and (2) providing relief to the community that has suffered from the FAA's flight path changes for nearly a decade. This predictable outcome must be avoided at all costs.

- While the draft Noise Exposure Map ("NEM") documents show in Figure 3-3 that nearly all noise complaints are from Studio City and Sherman Oaks, the resulting Noise Compatibility Program ("NCP") from such a limited draft NEM will not address those complaints.

- The purpose of Recommendation 14 from the Task Force was to maintain and update the NEM and NCP at BUR, including specifically to consider preferential runway use programs to determine whether a more northerly flow provides noise benefits. The draft NEM shows that 94% of jets depart south and

that a larger area south of the airport bears concentrated noise impacts, yet these areas are excluded from the NEM. The draft NEM should be updated and expanded as needed so that the NCP achieves the Task Force objective to include the Southern San Fernando Valley, specifically Studio City and Sherman Oaks.

- Based on the Task Force Recommendation, the NCP at BUR is also required to analyze Runway 33 arrivals in an effort to limit the use of the wind arrival flight path over the Santa Monica Mountains. The map must be updated and expanded as needed so that the NCP achieves this objective.

- In addition, the FAA's Terminal Area Forecast ("TAF") used for the 2030 noise modeling conditions (as well as the Mead & Hunt forecast) do not take into account the introduction of new Advanced Air Mobility/Urban Air Mobility "flying taxi" operations at BUR as early as 2026, or the fact that the Replacement Passenger Terminal Project opening in 2026 will increase the efficiency of departures and will likely lead to a larger increase in operations than currently forecasted. While the draft NEM can only contemplate currently known conditions, it is currently known that there will be additional impacts from these factors that are not reflected on the NEM, and which will also impact the Southern San Fernando Valley, specifically Studio City and Sherman Oaks.

- The draft NEM notes in Section 1.2.1 (History of Noise Compatibility Planning at Hollywood Burbank Airport) that BUR implemented a voluntary curfew for scheduled commercial operations, "achieving over 99 percent compliance." The FAA sets certain definitions for aircraft types that could receive noise violations during voluntary curfew hours, which only apply to a small subset of extremely loud aircraft. The limited definition means that there are few operations that would qualify for noise violations and fines from operating past the voluntary curfew hours, though there are many objectively loud non-commercial operations that occur during overnight and early morning hours. Pilot education is a major part of voluntary noise abatement programs. The NCP could encourage compliance with the voluntary curfew by including that BUR will routinely advise any non-emergency operators who fly between 10:00 p.m. and 7:00 a.m. that they are operating during the voluntary curfew, even if such operations would not qualify for noise violations under the FAA's narrowly-tailored definitions for noisy aircraft. Such program should include both general outreach and individual contact with pilots. The NCP could also incorporate Van Nuys Airport's ("VNY") Quieter Nights Program ("QNP"), which encourages all jet aircraft operators to avoid arrivals and departures at VNY between 11 p.m. and 7 a.m. whenever possible, unless the aircraft are involved in law enforcement, emergency, fire or air ambulance/life flight operations. Through its QNP, VNY reported for Q4 2024 that nighttime jet operations as a percentage of total jet operations are below 2019 levels despite the overall increased demand for chartered jets. VNY staff believes this is due to the QNP rollout and continued efforts since the 2020 launch. It is not apparent from the draft NEM that this will be part of the NCP, though I think that it should be.

STRATEGIES SUGGESTED AT CAC MEETINGS

- I understand from the CAC meetings and Study Open Houses that there are certain FAA rules about the data components and how the NEM is prepared, but the draft NEM is inadequate and the resulting NCP will not respect the intention of the Recommendations of the Task Force for this Study.

- At each of the three CAC meetings so far, members of the public and government representatives have provided public comments for 30 minutes to an hour requesting that all involved with this Study do everything possible to provide relief from the flight path change impacts.

- Based on the display boards and presentation at the CAC meeting and Study Open House on May 22, 2025, NCP Development can include the following Noise Abatement Strategies: (1) use of previous flight tracks, (2) preferential runway use, (3) arrival/departure procedures, (4) airport layout modifications, and (5) use restrictions.

- The draft NEM, with its focus on the immediate vicinity around BUR's runways, does not provide a basis for such strategies listed in the previous bullet point. Moreover, with such a narrowly-defined draft NEM, the Study will not achieve its intended objectives from the Task Force.

- In conjunction with the draft EA, which should seek to correct the "southern shift" that the FAA itself has admitted, the draft NEM should be expanded so that the NCP can implement distant NADP strategies designed to reduce complaints in the areas with over 5,000 complaints shown in Figure 3-3 of the draft NEM. Please note that the 5,000+ complaint areas shown in the draft NEM only reflect the period studied (February 1, 2023 to January 31, 2024), and that these areas have logged over 4 million complaints since the "southern shift" of the BUR departure paths.

- The consultants stated at the May 22, 2025 CAC meeting that even if the draft NEM is not expanded, which would mean that the FAA would disapprove proposals with respect to the Study funding, the FAA can nonetheless use its own internal resources (e.g., employees) to provide relief through such noise abatement strategies without paying Study funds to external recipients.

CONCLUSION/REQUEST

- I request the draft NEM be expanded to include the areas away from the airport (Studio City and Sherman Oaks) that have logged millions of noise complaints since the FAA's flight path changes at BUR in late 2016/early 2017, as shown in Figure 3-3 of the draft NEM.

- In the alternative, I request that the NCP nonetheless move forward with noise abatement strategies including (1) use of previous flight tracks, (2) preferential runway use, (3) arrival/departure procedures, (4) airport layout modifications, and (5) use restrictions, that the FAA will implement through use of its own internal resources/employees, to honor the intentions of the Task Force Recommendation for this Study. Furthermore, pre-"southern shift" flight tracks could be restored by requiring early turns directly off the runway by use of BUR's Diverse Vector Areas, increased dispersal, and higher climb gradients.

- The NCP should also review and re-evaluate all existing noise abatement measures. The consultants should request that BUR provide altitude profiles that are typically used for each airline to develop recommendations that would minimize overall noise for both commercial and general aviation/air taxi operations. BUR and the airlines should disclose if they are using near-in NAPD profiles, which are resulting in lower altitude levels over areas farther away from the airport, including Studio City, Sherman Oaks, and the Santa Monica Mountains. The community has observed that BUR departures from certain operators are often up to 1,000 feet lower over these areas than others, increasing noise impacts. Though it will not resolve the issue, implementation of distant NADP profiles must be considered in the interim to help temporarily lessen the noise issues that are plaguing the communities of Studio City and Sherman Oaks that are away from the airport.

- In addition, please analyze and design alternatives to Runway 33 arrivals including ROKKR, to limit the use of the wind arrival flight path over the Santa Monica Mountains.

- Consider whether a more northerly flow would provide noise benefits, for at least half of the departure operations.

- Consider whether Runway 15 departures could turn east rather than west, for at least half of the departure operations.

Thanks for your consideration.

Comment Letter for Comment ID 505

CITY HALL
LOS ANGELES, CALIFORNIA 90012

June 11, 2025

John Hatanaka
Executive Director, Hollywood Burbank Airport
2627 N Hollywood Way
Burbank, CA 91505

Re: Community Concerns - Part 150 NEM

Dear Mr. Hakatana,

As the representatives for Second and Fourth Council Districts in the City of Los Angeles, we write to express our concerns regarding the ongoing update to the Hollywood-Burbank Airport (BUR) Part 150 Noise Exposure Map (NEM).

We commend the Burbank-Glendale-Pasasena Airport Authority ("the Authority") for its commitment to responsible airport operations and its continued participation in the federally supervised Part 150 Study process under Federal Aviation Administration (FAA) guidelines. We appreciate the transparent community engagement efforts incorporated in this study, as these are critical for understanding and addressing the noise impact on surrounding neighborhoods. We especially appreciate the Authority's support for the reinstatement of Los Angeles residents to the Part 150 Community Advisory Committee..

However, the draft NEM's current scope largely focuses on the immediate vicinity of BUR and does not fully capture the noise exposure experienced by communities within the City of Los Angeles, including Council Districts 2 and 4, particularly North Hollywood, Sun Valley, Valley Glen, Valley Village, Studio City, and Toluca Lake. Other parts of the southern San Fernando Valley will be significantly impacted as well. Since the FAA's NextGen flight path changes implemented in late 2016 and early 2017, many residents in these areas have faced increased aircraft noise from flight paths that shifted significantly south, creating a sustained and concentrated noise burden far from the airport itself.

The Part 150 Study, while assessing existing conditions for 2025 and forecasting 2030 operations, must expand its geographic study area to include these impacted neighborhoods comprehensively. Failing to do so risks continuing to overlook the thousands upon thousands of noise complaints

logged by our constituents annually, having now reached into the millions since the flight path changes.

The Noise Compatibility Program (NCP), which develops actionable strategies to address noise impacts, must prioritize relief measures tailored to these affected areas beyond the airport's immediate surroundings. This should include evaluating and implementing noise abatement procedures that address both "near-in" areas close to the runways and "distant" communities in the City of Los Angeles.

The NCP should also consider enhanced voluntary curfew programs and targeted pilot outreach to reduce nighttime air operations, which are a significant concern for our constituents' health and well-being.

Moreover, the forecasted operational increases related to the airport's terminal replacement, and the anticipated introduction of new aircraft types, including eVTOLs, underscore the urgency of addressing noise impacts comprehensively and proactively.

To better serve the communities of Los Angeles in Council Districts 2 and 4, we respectfully request:

1. To the extent feasible, expansion of the Noise Exposure Map (NEM) boundaries to include more areas near BUR as well as other affected areas that have experienced increased noise since 2016. While not a required part of the Part 150 NEM, we ask that areas down to 40 DNL be shown and accounted for in the NEM, so that appropriate responses can be incorporated into the NCP;

2. Incorporation of noise abatement strategies that address flight path adjustments, preferential runway use, and arrival/departure procedures minimizing noise impacts on these communities;

3. Inclusion of a robust voluntary curfew compliance program, including pilot education and outreach targeting non-commercial flights, to mitigate early morning and late-night noise;

4. Consideration of emerging operational changes and their noise impacts in the forecasted noise exposure assessments;

5. Ongoing engagement with City of Los Angeles stakeholders to ensure community concerns are integrated into the final NEM and NCP;

6. Consider alternate options for departure of Runway 15;

7. Analyze and design alternatives to Runway 33 arrivals including ROKKR, to limit the use of the downwind arrival flight path over the Santa Monica Mountains;

8. Consider whether a more northerly flow would provide noise benefits, for at least half of the departure operations.

The residents of Los Angeles have endured disproportionate noise impacts due to changes in flight operations at BUR. We urge the Authority and the FAA to honor the spirit and intent of the Part 150

Study process by ensuring that the updated Noise Exposure Map and Noise Compatibility Program fully reflect and address the concerns of our constituents.

Thank you for your attention to these critical issues. We look forward to continued collaboration to achieve meaningful noise mitigation solutions that improve the quality of life for all affected residents and stakeholders, including your neighbors in Los Angeles.

Sincerely,

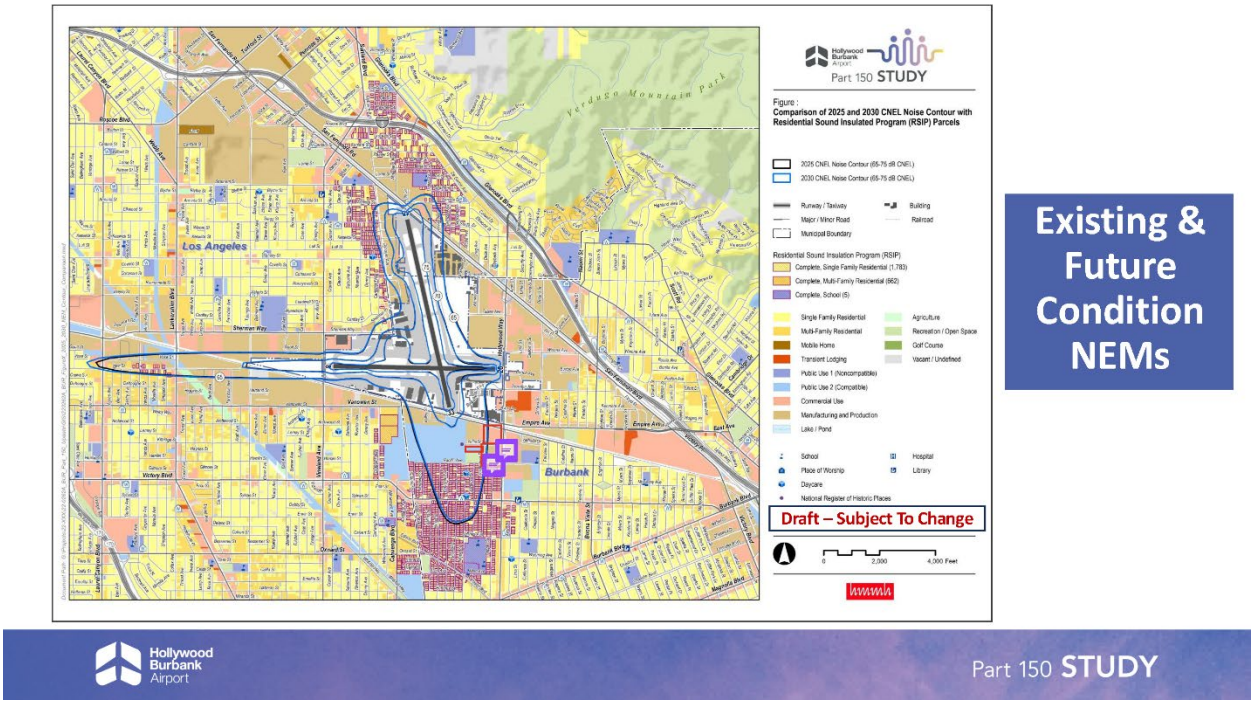
Adrin Nazarian
Councilmember, Second District
City of Los Angeles

Sincerely,

Nithya Raman
Councilmember, Fourth District
City of Los Angeles

Comment Attachments

Attachment from Silvia Sulis (Comment ID 249)



Attachment from Save Our Skies LA (Comment ID 422)

DECLARATION OF YIFANG ZHU

I, Yifang Zhu, hereby declare as follows:

1. My family and I reside at [redacted] and have lived here since June 2019.

2. I am a professor in the UCLA Department of Environmental Health Sciences. I have a PhD in Environmental Health Sciences from the Fielding School of Public Health, University of California, Los Angeles and a Bachelors of Engineering in Environmental Engineering from Tsinghua University.

3. My research interest is primarily in the field of air pollution, environmental exposure assessment, and aerosol science and technology. Specifically, I am interested in quantitative exposure/risk assessments on ultrafine particles from various indoor and outdoor sources. My current research focuses on measuring and modeling ultrafine particle emissions, transport, and transformation on and near roadways as well as in various indoor environments. I have published about 100 peer-reviewed papers in these fields including a study conducted at LAX on aircraft emissions.

4. My work has been recognized with several national awards, including the Walter A. Rosenblith New Investigator Award from the Health Effects Institute in 2007, the Faculty Early Career Development (CAREER) Award from the National Science Foundation in 2009, and the Haagen-Smit Prize from Atmosphere Environment in 2011. I was appointed to California Air Resource Board (CARB)'s Research Screening Committee in January 2014.

5. Immediately after we moved into our home [redacted], I noticed the noise associated with many low altitude aircrafts and helicopters (sometimes lower than 1,000 feet) in my neighborhood near the Mulholland Corridor area of the Santa Monica Mountains.

6. As an environmental health scientist, I am fully aware of the adverse health effects associated with noise and emissions from aircrafts. There is compelling scientific evidence in the literature on the impact of aviation-related activities on residential exposures and health. Increased noise around airports has been linked to increased hospitalization for cardiovascular disease. Aircraft engine also emits huge amount of ultrafine particles that are less than 100 nm in size, which is about 1% of the diameter of a human hair. Because of their extremely small sizes, these ultrafine particles can cross biological boundaries, entering the circulatory system, and are associated with inflammation biomarkers, oxidative stress, and cardiovascular disease.

7. Because of my concerns about these environmental health issues, I started to attend community meetings organized by residents who began educating and advocating with our local electeds about the flight pattern and the harms and dangers associated with them. Given my background and expertise with particulate emissions, I offered to help with documentation.

8. It was in this respect that I was asked to draw samples of leaves taken from homes in Benedict Canyon, Sherman Oaks, an area heavily impacted by the presence of low altitude overflights to and from Van Nuys and Burbank Airports.

9. I went to four homes on September 21, 2019, to examine black substances accumulating on plants and homes in the Santa Monica Mountains. I spent several hours examining substances and cutting leaves for further examination.

10. While I was at the homes, I observed and heard many planes flying and turning over these homes, at low altitudes. I also made sure that there was no other emission source at the homes during the sample collection.

11. After examining the leaves under an electronic microscope and making slides, I came to the initial conclusion that the substance was chemical in nature and noticed that it was only appearing on the tops, not bottoms of leaves. I prepared to send the leaves for chemical analysis; however, I did reach the initial conclusion that the substance was plane soot. I was firm in my conclusion because

a. the area in which I collected leaves was not near any other sort of traffic or possible source of emissions; and

b. the fact that the substance only was appearing on the tops and not the bottoms of leaves meant that it was coming from above.

12. On November 6, 2019, I attended the San Fernando Valley Airplane Noise Task Force Meeting and provided public comment regarding these findings. Unfortunately, I was only given a very short period of time to present, so was unable to show the slides.

13. On January 26, 2020, I received the results of the chemical analysis of the substances on the leaves which confirmed that it is plane soot. I will note that all of the chemicals that are listed in this study are unique to airplane emissions, and that a couple substances that are not present here, namely copper and zinc, further confirms that the substance found on the leaves is plane soot, and not for example from car emissions.

14. On February 13, 2020, I attended by phone a meeting with the City Attorney's office in which I opined that I was 100% certain that the substance showing on the leaves I collected was particulate emissions from planes.

15. Attached as Exhibit A is the study that I conducted documenting that low flying and concentrated numbers of aircraft from VNY and BUR are depositing ultra-fine and other particles contained in plane soot on homes and plants in the Santa Monica Mountains. I am informed and believe the now frequent presence of aircraft in the Benedict Canyon and other areas of the Santa Monica Mountains are the result of changes made by the FAA when they implemented new area navigation flight procedures in 2017 and 2018.

I declare under penalty of perjury under the laws of the United States, that the foregoing is true and correct.

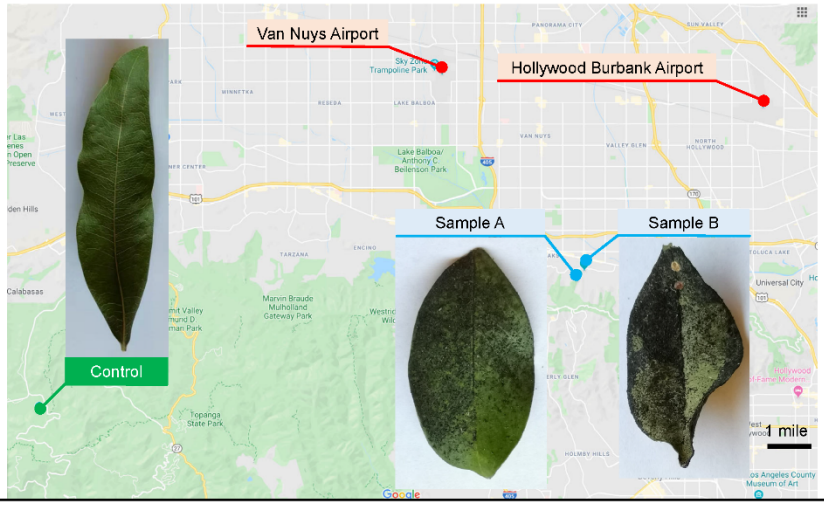
Executed July 17, 2020

Yifang Zhu

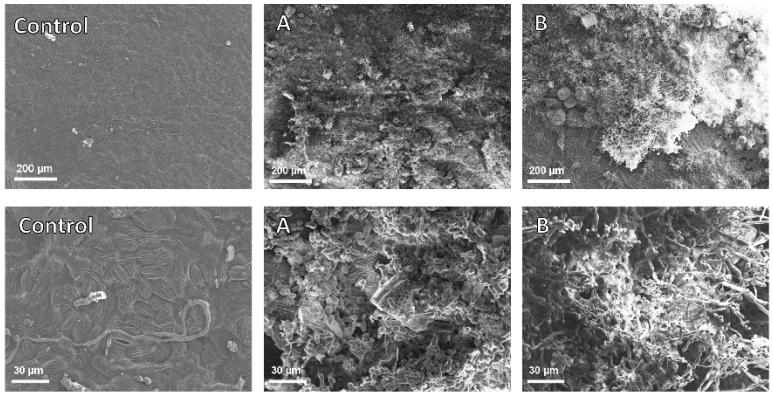
Yifang Zhu

Identify Soot Particles from Aircraft Emissions in Communities

Yifang Zhu
Department of Environmental Health Sciences
University of California, Los Angeles (UCLA)



Scanning Electron Microscope (SEM)



Inductively coupled plasma mass spectrometry (ICP-MS)

Sample #	Control		A		B	
	Concentration [ng/mg]		Concentration [ng/mg]		Concentration [ng/mg]	
	Average*	stdev	Average*	stdev	Average*	stdev
Li	1.233	0.032	191.411	0.487	18.942	0.148
B	182.546	3.758	89.278	1.673	206.740	1.344
Na	23.028	0.826	126.609	3.647	2601.493	33.590
Mg	1833.111	9.990	8029.525	225.274	2939.736	22.037
Al	111.158	2.312	746.621	24.244	472.457	6.906
Si	435.865	8.382	2255.382	199.528	2113.323	55.250
P	967.578	25.472	925.576	27.676	1391.629	54.623
S	1812.543	20.860	1945.219	2.477	1638.675	16.611
K	17170.759	95.926	12293.866	59.858	10752.183	78.481
Ca	2256.949	26.195	12006.778	289.637	9016.450	208.445
Ti	29.740	0.558	124.244	2.918	135.561	2.712
V	0.212	0.003	4.092	0.102	1.449	0.005
Mn	39.224	0.217	36.286	0.206	65.646	0.618
Fe	105.417	1.234	588.227	5.964	450.459	1.592
Ni	0.663	0.031	1.791	0.029	5.496	0.016
Cu	4.362	0.130	6.093	0.227	7.155	0.148
Zn	11.613	0.296	26.669	0.813	19.056	0.496
Ga	0.236	0.017	3.588	0.124	4.205	0.065
Rb	2.289	0.034	2.781	0.083	5.906	0.085
Sr	13.132	0.242	83.805	1.412	55.307	1.036
Zr	12.067	0.176	69.323	6.222	52.627	2.967
Cd	0.008	0.002	1.321	0.024	0.098	0.016
I	0.420	0.037	1.279	0.014	2.021	0.037
Ba	2.666	0.013	37.814	0.657	42.954	0.609

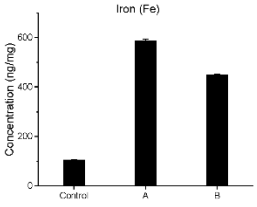
Various trace elements mainly originating from fuels, lubricating oils, engine wear and corrosion.[1] The variability in the metal emissions was observed to be much greater between different engines than between engine thrust settings.[2]

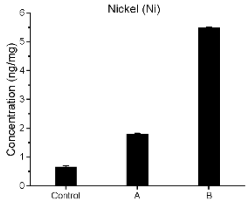
[1] *Atmospheric Environment* 95 (2014): 409-455.
[2] *Atmospheric Environment* 42.18 (2008): 4380-4392.

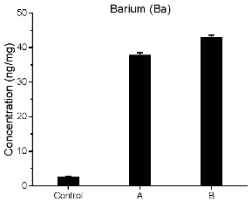
Iron (Fe) was observed on the soil surface around airport[3], in the aircraft exhaust[4], and from the air in the airport[5].

Nickel (Ni) was observed on the soil surface around airport[3], in the aircraft exhaust[4], and from the aircraft-sampled aerosols[6].

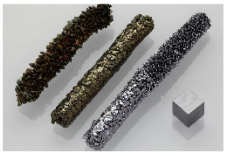
Barium (Ba) was observed in the aircraft exhaust[4], and jet fuel[7].





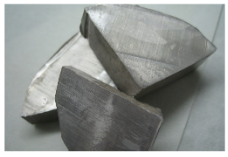


[3] Asian Journal of Atmospheric Environment 6.2 (2012): 118-126.
[4] Atmospheric Environment 134 (2016): 181-197.
[5] Environmental Science and Pollution Research 24.17 (2017): 15107-15115.
[6]Water, Air, and Soil Pollution 71.3-4 (1993): 391-404.
[7] Journal of the Air Pollution Control Association 25.7 (1975): 721-724.

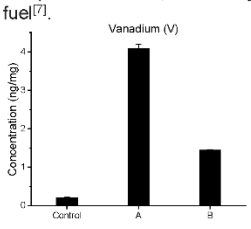


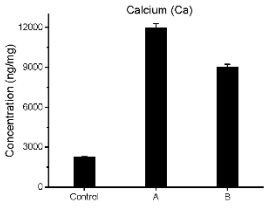
Vanadium (V) was observed in the aircraft exhaust[4], from the air in the airport[5], from the aircraft-sampled aerosols[6], and from jet fuel[7].

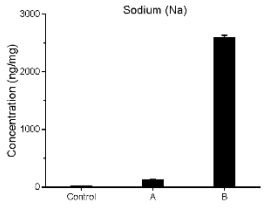
Calcium (Ca) was observed in the aircraft exhaust[4].



Sodium (Na) was observed in the aircraft exhaust[4], and from the air in the airport[5].





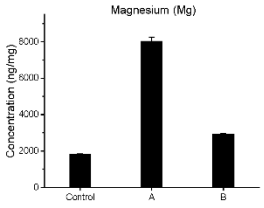


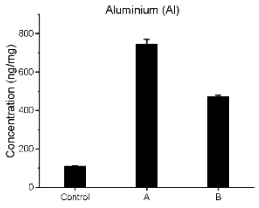
[4] Atmospheric Environment 134 (2016): 181-197.
[5] Environmental Science and Pollution Research 24.17 (2017): 15107-15115.
[6]Water, Air, and Soil Pollution 71.3-4 (1993): 391-404.
[7] Journal of the Air Pollution Control Association 25.7 (1975): 721-724.

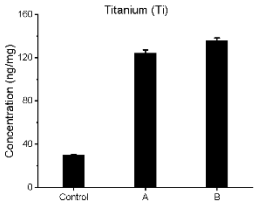
Magnesium (Mg) was observed in the aircraft exhaust[4].

Aluminum (Al) was observed in the aircraft exhaust[4] and from jet fuel[7].

Titanium (Ti) was observed in the aircraft exhaust[4], and from jet fuel[7].





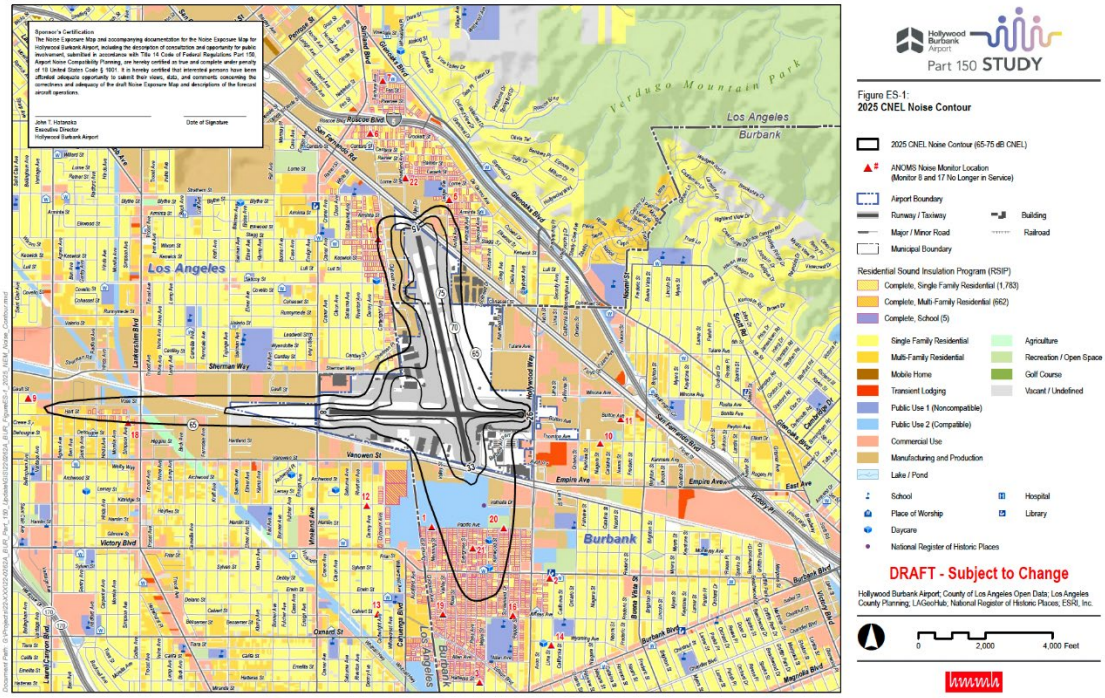


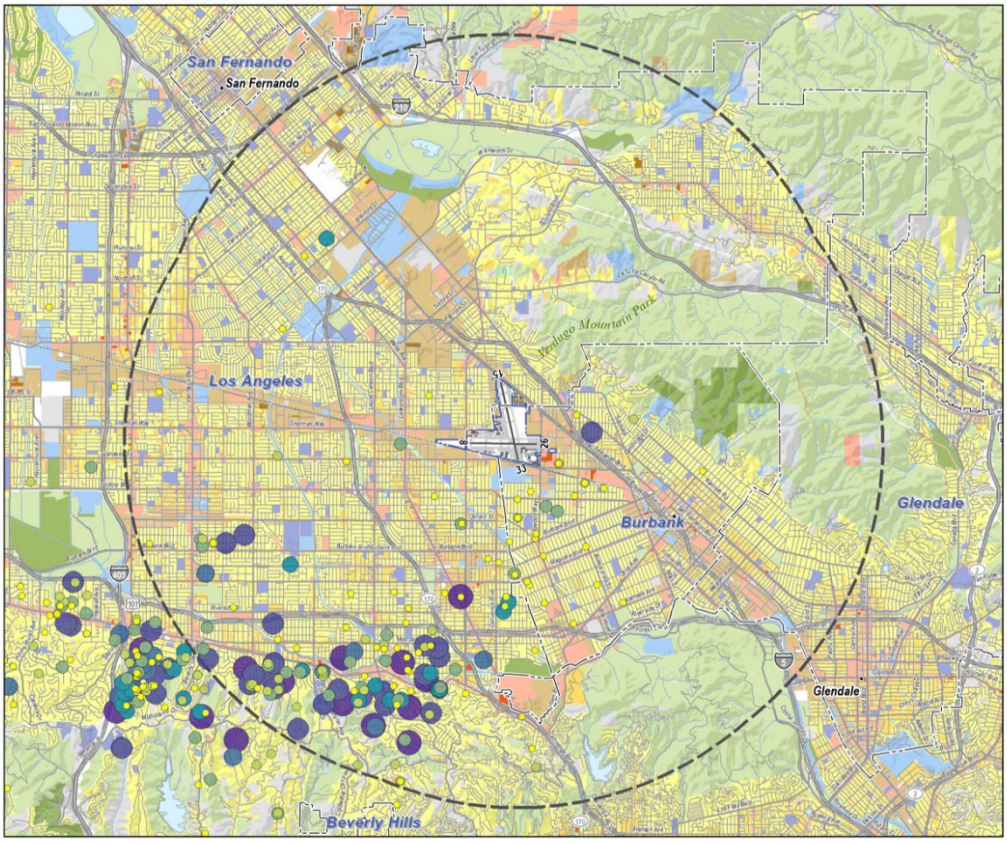
[4] Atmospheric Environment 134 (2016): 181-197. [7] Journal of the Air Pollution Control Association 25.7 (1975): 721-724.

Conclusions

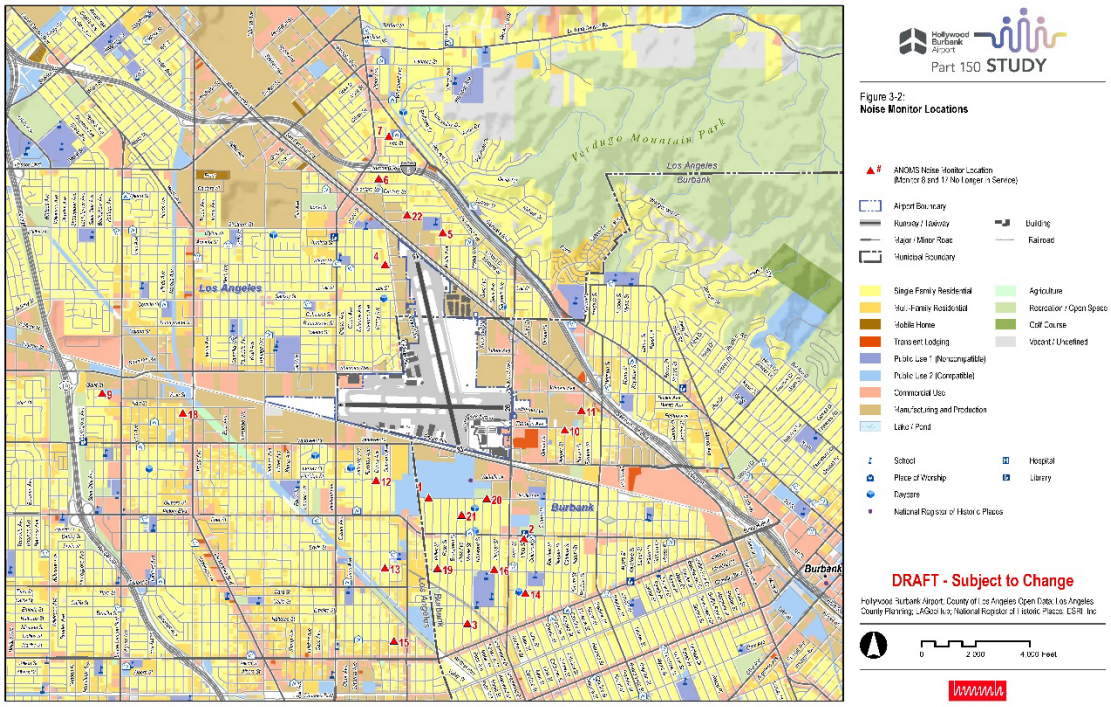
- ✓Trace elements detected on the surface of leaves match those from jet fuel and aircraft exhaust
- ✓Communities under the path of aircrafts are impacted by their emissions

Attachments from Cynthia Bain (Comment ID 430)

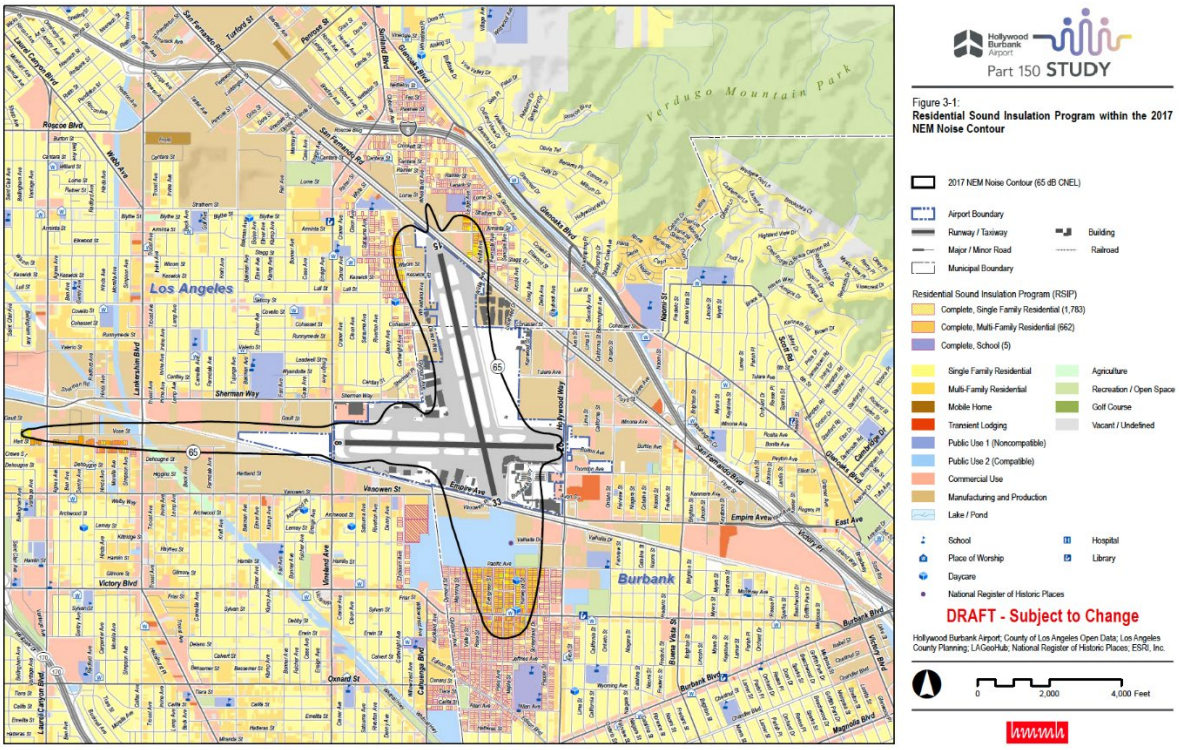


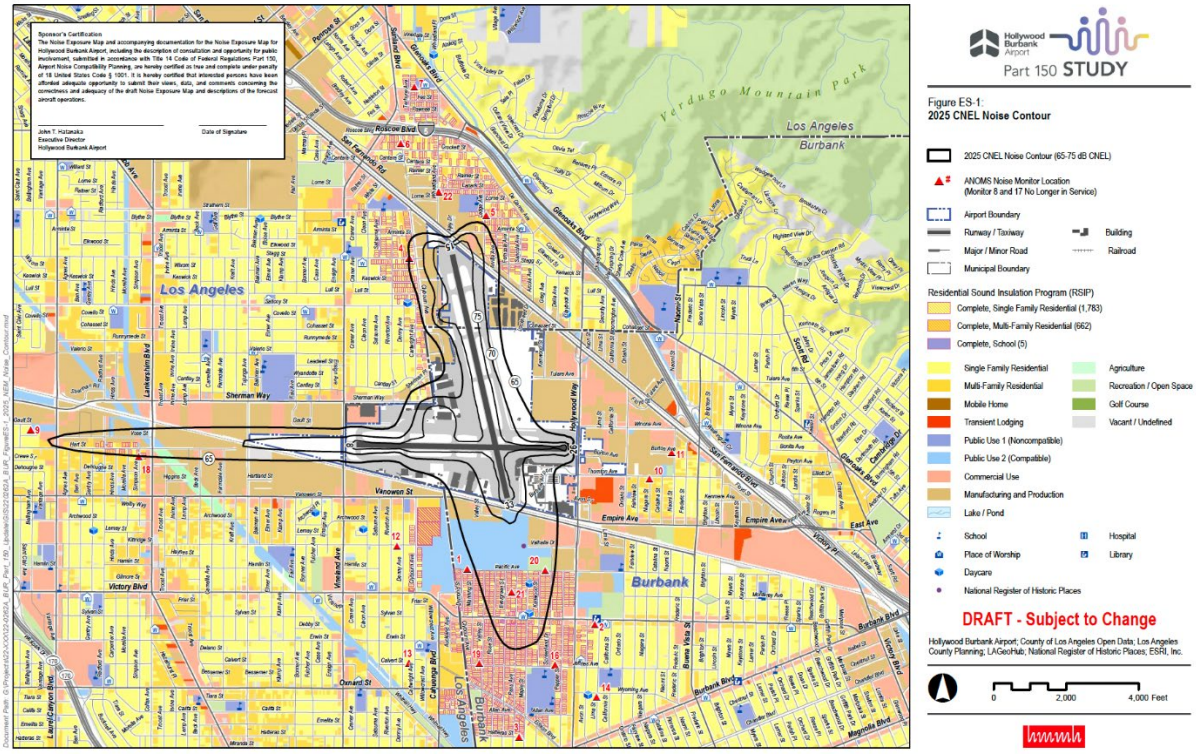


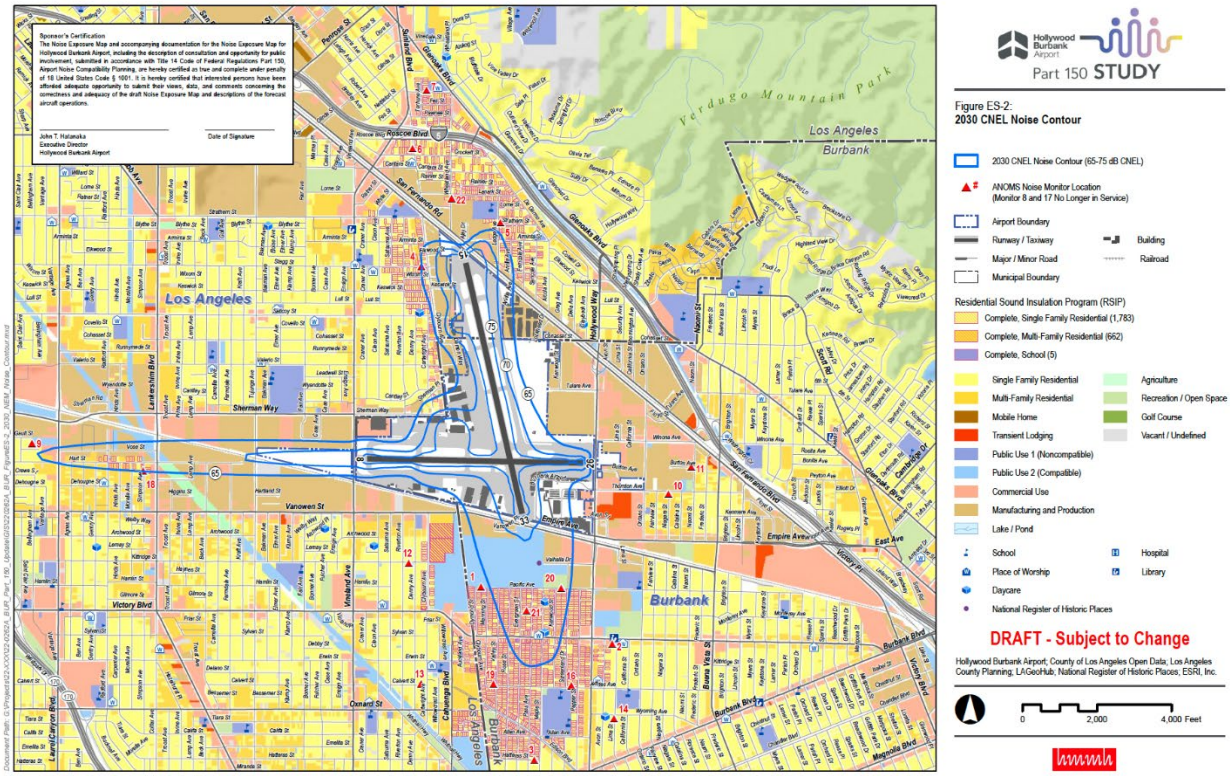
Areas with the most noise complaints. The dark purple circles represent over 5,000 complaints logged between February 1, 2023 and January 31, 2024.


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
0
2,000
4,000 Feet
Los Angeles
Burbank
Verdugo Mountain Park

Attachments from Bill Scott (Comment ID 466)






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)
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.
0
2,000
4,000 Feet
Los Angeles
Burbank
Verdugo Mountain Park
Glendale
Pasadena
Sherman Way
Vanowen St
Victory Blvd
Burbank Blvd
Magnolia Blvd
Olive Ave
Empire Ave
East Ave
Hollywood Way
San Fernando Blvd
Glenoaks Blvd
Roscoe Blvd
Lankershim Blvd
Laurel Canyon Blvd
Cahuenga Blvd
Los Angeles - Burbank