



February 26, 2026

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, February 26, 2026, from 4:00 p.m. to 6:00 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, February 26, 2026
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, February 26, 2026

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 – October 9, 2025
4. Re-Introductions
 - Re-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. Part 150 Overview
 - Summary of Part 150 regulation and technical elements.
8. Noise Compatibility Program Implementation Status
 - Overview of the existing Noise Compatibility Program (NCP) implementation status.
9. Noise Compatibility Program Potential Measures
 - A review of the goals for potential alternatives and abatement measures.
10. Next Steps, Schedule, and Project Contacts
 - Summary of the next steps, project schedule, and list of contact information for the Part 150 study.
11. Discussion
 - Opportunity for Committee members to ask questions regarding agenda-related items.
12. Adjournment

MINUTES OF THE CITIZENS ADVISORY COMMITTEE MEETING

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

Thursday, October 9, 2025

The regular meeting of the Citizens' Advisory Committee (CAC) for the Hollywood Burbank Airport Part 150 Study, scheduled for Thursday, October 9, 2025, was cancelled. No meeting was held and no actions were taken.

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 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, 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

Gene Reindel, HMMH, introduced the study team and New Members, 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 Implementation Status 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 the findings of the updated Noise Exposure Maps (NEMs) section 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 inquiries, 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.



Hollywood
Burbank
Airport



Part 150 **STUDY**



**Noise Compatibility Study
Citizen's Advisory Committee
Meeting #5**

February 26, 2026

Study Team



Aaron Galinis
Project Manager

Patrick Lammerding
Deputy Executive Director
Operations, Security, and SMS

Maggie Martinez
Director, Noise &
Environmental Affairs

AIRPORT



Nastasja von Conta
Project Manager

Mariano Sarrate
Asst. Project Manager

Gene Reindel
Principal-in-Charge



Kate Andrus
NCP Manager

Ryk Dunkelberg
Regulatory Advisor

Corbett Smith
Aviation Forecaster

PROJECT TEAM



Stevie Espinoza
Outreach Strategist

Eric Davidian
Outreach Deputy

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

Citizen's Advisory Committee (CAC)



**Citizen's
Advisory
Committee**

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 and approving or disapproving specific 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

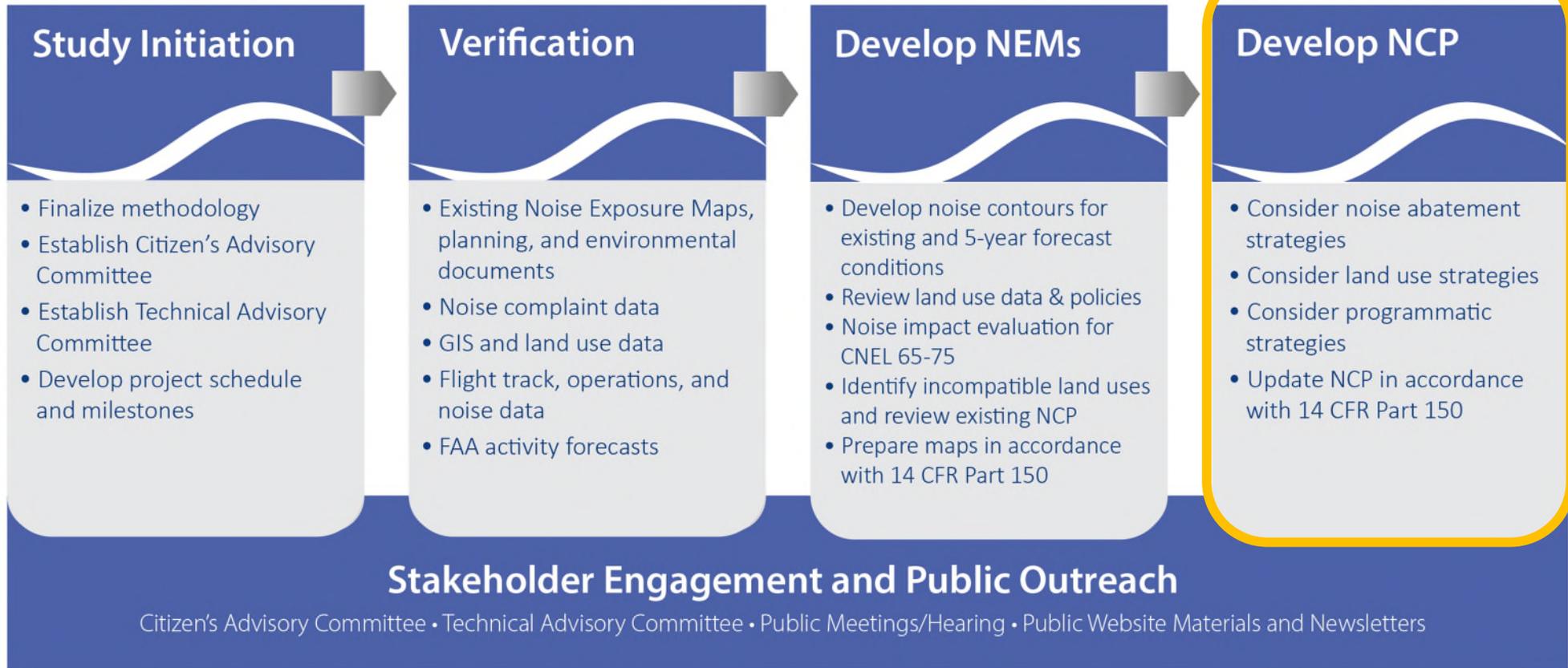
BUR shall respect and consider CAC input but must retain overall responsibility for the Part 150 Study and NCP recommendations.

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

Planning Process



We are here.



Part 150 Overview



Regulation

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

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

Technical Elements

Part 150 has two technical elements:

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

Noise Compatibility Program (NCP) Overview



Objectives of Proposed Measures

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

Noise Abatement Strategies

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

Land Use Strategies

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

Noise Mitigation Strategies

- Acoustical treatment for single-family and multi-family homes
- Noise easement acquisition

Program Management Strategies

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

Analysis and Selection Process

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

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

Noise Compatibility Program (NCP) Review

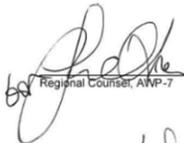


- **2016 BUR NCP included:**
 - Noise Abatement Measures (9)
 - Land Use Measures (1)
 - Noise Mitigation Measures (4)
 - Program Management Measures (4)

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



BOB HOPE AIRPORT
BURBANK, CALIFORNIA


Regional Counselor, AWP-7

10/24/2016 ✓
Date CONCUR NONCONCUR


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

11/21/16 ✓
Date APPROVED DISAPPROVED

Noise Abatement Measures



Number	Measure	Status
NA-1	Continue Requiring All Transport Category and Turbojet Aircraft to Comply With Federal Aircraft Noise Regulations	Implemented
NA-2	Continue Requiring Compliance with The Airport's Engine Test Run-Up Policy	Implemented
NA-3	Continue Promoting Use of AC 91-53A, Noise Abatement Departure Procedures by Air Carrier Jets	Implemented
NA-4	Continue Promoting Use of NBAA Noise Abatement Procedures, Or Equivalent Manufacturer Procedures, By General Aviation Jet Aircraft	*Implemented
NA-5	Continue Working with The FAA Airport Traffic Control Tower to Maintain the Typical Traffic Pattern Altitude Of 1,800 Feet MSL	Implemented
NA-6	Continue The Placement of New Buildings on The Airport North of Runway 08-26 To Shield Nearby Neighborhood from Noise On Runway	Implemented
NA-7	Designate Runway 26 As Nighttime Preferential Departure Runway	Implemented
NA-8	Establish Noise Abatement Departure Turn for Jet Takeoffs on Runway 26	Implemented
NA-9	Build Engine Maintenance Run-Up Enclosure	Not implemented

*FAA considers ROA implemented pursuant to Noise Rule 3.

Land Use & Noise Mitigation Measures



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

Number	Measure	Status
NM-1	Continue Existing Acoustical Treatment Program for Single Family Homes	Implemented
NM-2	Revise Residential Acoustical Treatment Program to Include Single Family Homes Within 65 CNEL Contour Based on 2017 NEM	Implemented
NM-3	Establish Acoustical Treatment Program for Multi-Family Dwelling Units Within the 2017 Acoustical Treatment Eligibility Area	Implemented
NM-4	For Otherwise Qualified Property Owners Who Have Been Unable to Participate in the Residential Acoustical Treatment Program (RATP) Due to Building Code Deficiencies, Offer to Purchase a Noise Easement as an Option for Owners of Single Family and Multi-Family Properties in the 2017 Acoustical Treatment Eligibility Area That Have Not Been Treated	Implemented

Program Measurement 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

Goals of Alternatives



Part 150 requires evaluation of alternatives that

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

Goals of Alternatives



GOAL

Reduce noncompatible land uses within the 65 CNEL or greater contours

- Part 150 specifies use of the 65 CNEL noise contour as the threshold contour for land use compatibility
- Residential land uses within the 65 CNEL or greater noise contours are not compatible unless the residence has sound attenuation features

REQUIREMENTS

Part 150 requires evaluation of alternatives that:

- To the extent practicable, meet both local needs and needs of the national air transportation system, considering tradeoffs between economic benefits derived from the airport and the noise intrusion
- Can be implemented in a manner consistent with all the powers and duties of the FAA Administrator

Questions to Consider



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

Alternatives Analysis Policies



The alternatives will improve the overall noise environment, not shift noise from one area to another.



Programs that benefit noise-sensitive uses without unduly adversely affecting other noise-sensitive uses will be given highest priority.



Programs for reducing the highest noise levels affecting noise-sensitive uses will be given highest priority.

Noise Measure Categories



NOISE ABATEMENT
MEASURES



LAND USE MEASURES



PROGRAM
MANAGEMENT
MEASURES



NOISE MITIGATION
MEASURES

Potential Noise Abatement Measures



- **Runway 08 Offset Approach** – *moves flight path and noise contours over non-noise-sensitive land uses; **need to adequately address possible airspace conflicts***
- **Alternative Runway 15 Departure** – *attempts to address community issues with the southern drift of flight paths; **open for discussion***
- **Helicopter Operations** – *existing structures reduce noise from the helipad to less than CNEL 65 dB in the adjacent community, helicopter use runway to arrive and depart the Airport; **no measure needed***
- **Preferential Runway Use Program** – *current program is not successful; **open for discussion***
- **Reduced Use of Reverse Thrust** – *unlikely able to implement due to runway length; **open for discussion***

Conceptual Offset Approach to Runway 08



Objective

Implement a 12-degree offset approach to Runway 08 that approximately follows a rail-aligned path to reduce incompatible land use

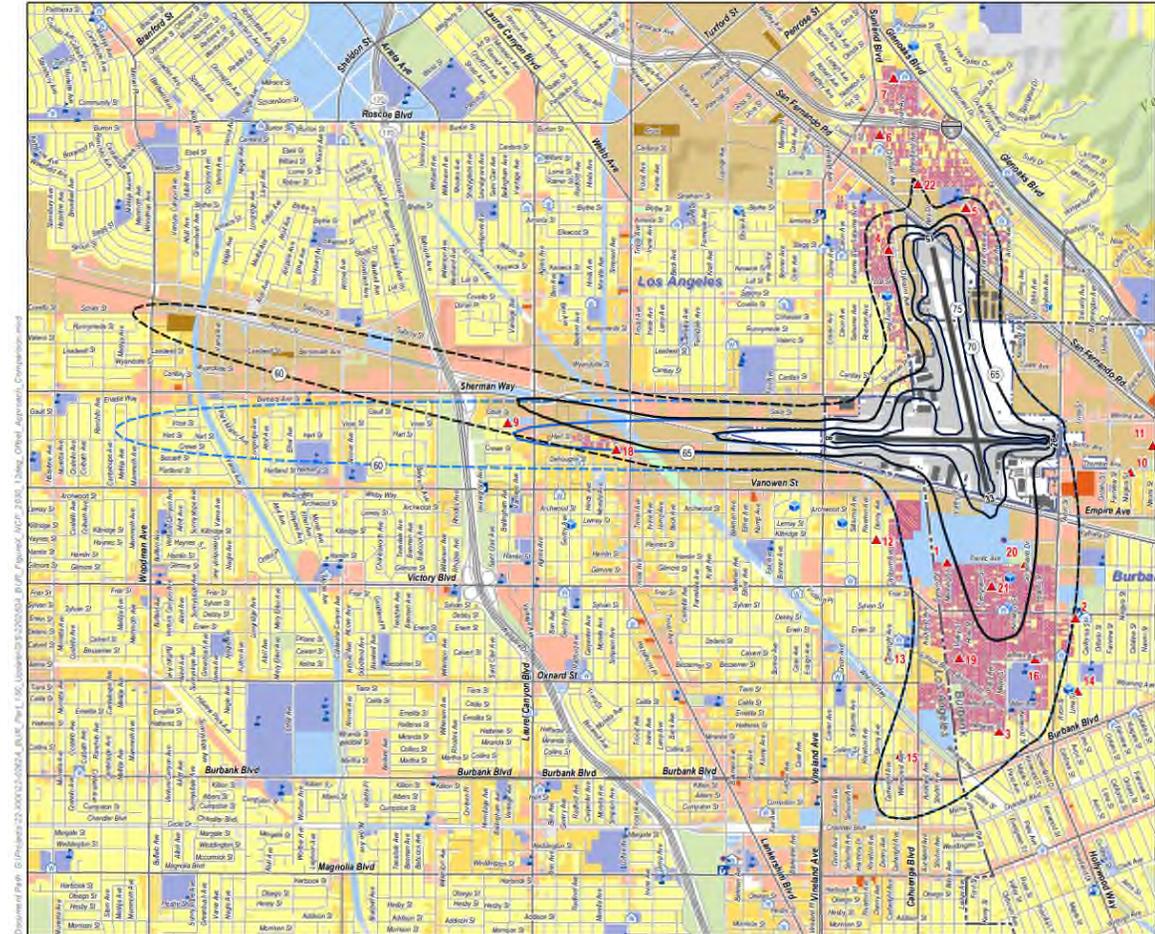
Noise Exposure Benefits

Shifts concentrated noise away from densely populated residential areas to a railway corridor

- Removes almost 400 housing units from the CNEL 65 dB contour

Concern

Potential airspace conflict with VNY arrivals and/or flight pattern (circuits)



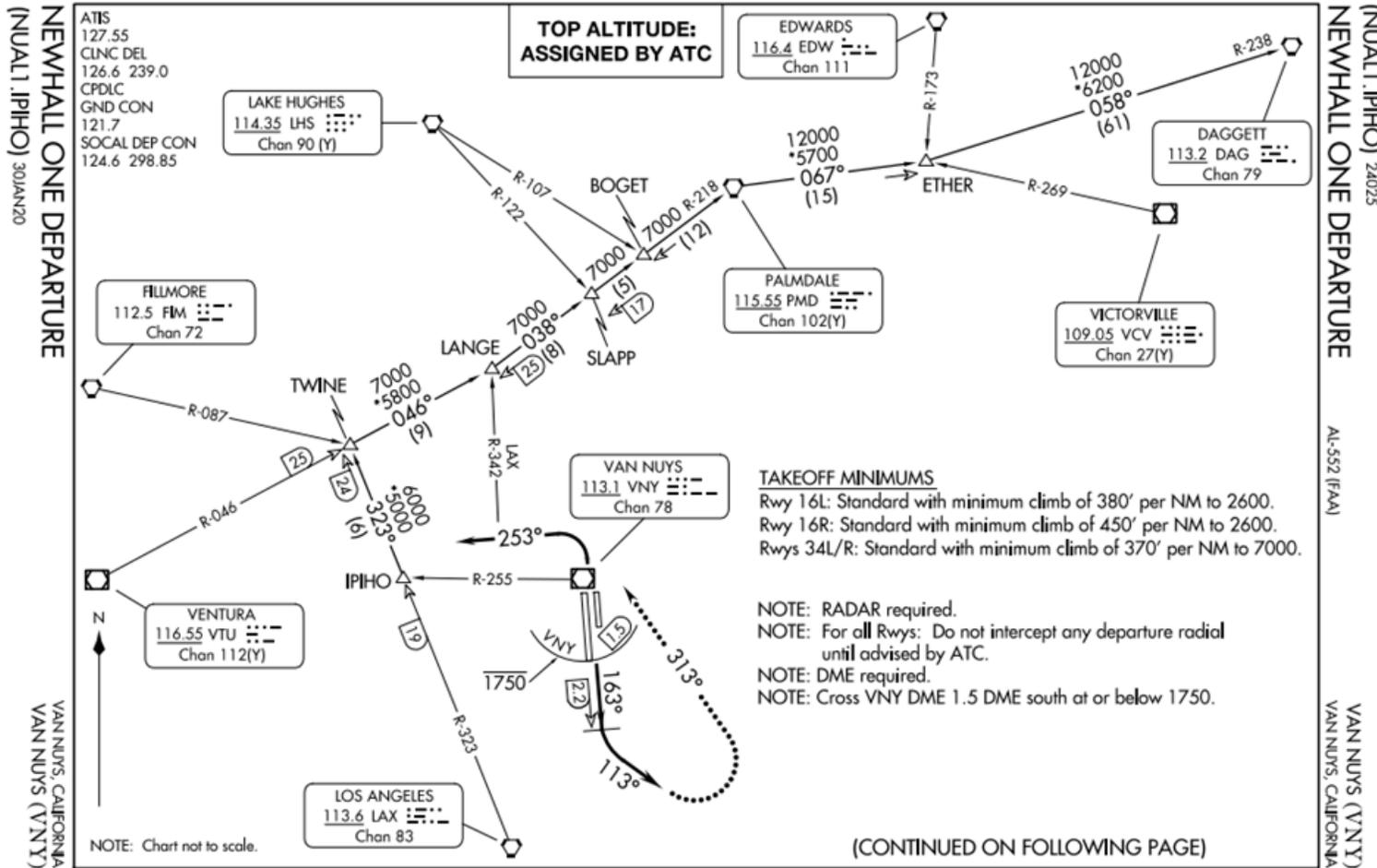
Conceptual Offset Approach to Runway 08



Assessment of potential conflicts

- Five procedures assessed
 - NEWHALL 1 (VNY)
 - WHITEMAN 1 (WHP)
 - FERN 7 (VNY) (reviewed, no conflict)
 - VVERA 2 (VNY) (reviewed, no conflict)
 - WLKKR5 (VNY) (reviewed, no conflict)
- Consider implementing a Charted Visual Flight Procedure (CVFP)

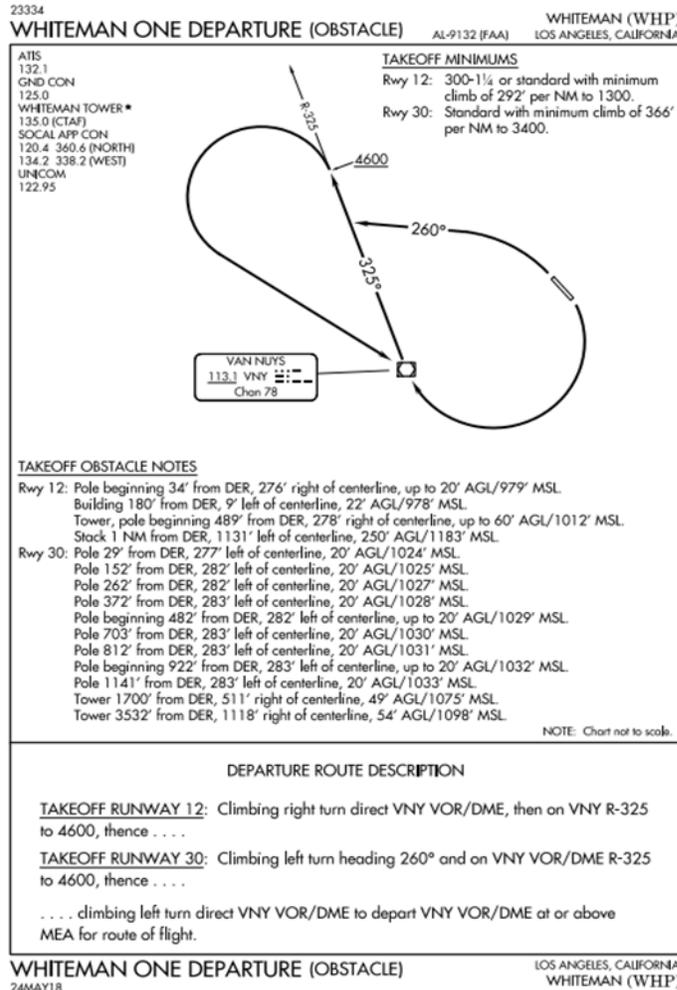
Conceptual Offset Approach to Runway 08 Conflict Assessment



NEWHALL ONE DEPARTURE (VAN NUYS)

- **Lost Communications –**
 Could present an issue, but aircraft are climbing and higher than proposed offset

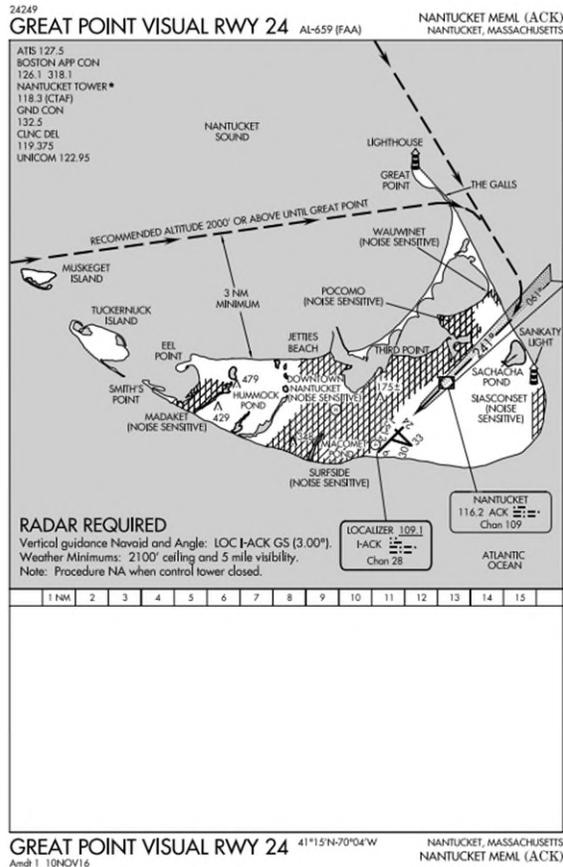
Conceptual Offset Approach to Runway 08 Conflict Assessment



WHITEMAN ONE ODP (WHITEMAN)

- Possible conflict with departures off Runway 12 (highlighted)
- Tough to determine the altitude block where aircraft would typical cross over VNY VOR/DME
- Aircraft on the offset final will be approximately 2,339 ft. AGL at the VNY VOR/DME

Conceptual Offset Approach to Runway 08



Possible Implementation as a Charted Visual Flight Procedure (CVFP)

- A CVFP is an approach conducted while operating on a IFR flight plan but authorizes the pilot to proceed visually via landmarks and other information depicted on the procedure chart
- The hypothetical procedure follows the rail corridor which would be an easy landmark for pilots to identify
- May be easier to implement than an RNAV instrument approach

Example CVFP at KACK

Alternative Runway 15 Departure Procedure



Background

- FAA completed a Draft Environmental Assessment (EA) for departure procedure changes at BUR in February 2024; public comment period closed March 2024
- Record of Decision (ROD) Issued – ***No Action alternative selected*** after additional FAA review and assessment following public comment period
- Draft EA flight track graphics align with Task Force visuals

Current Operations

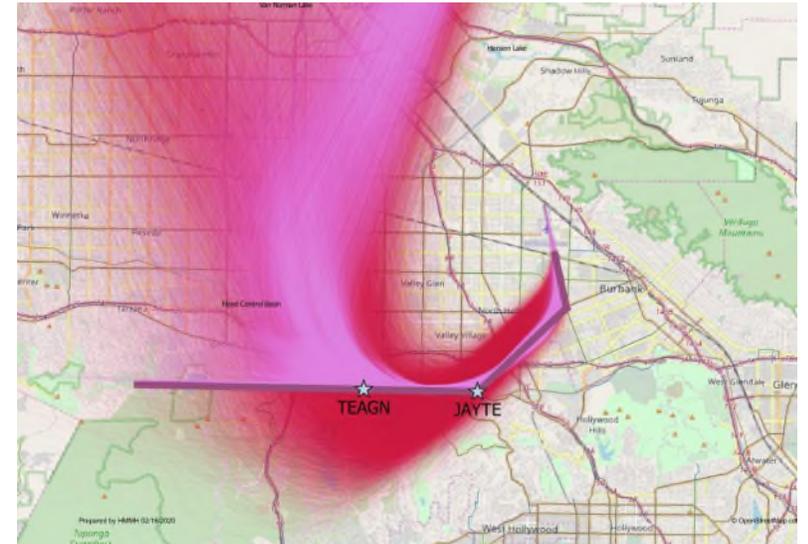
- Southerly departures currently make a turn to fly a 210° heading until receiving vectors from ATC, which results in a southern drift of flight paths since around the time of the FAA implementation of the SoCal Metroplex flight procedures

Alternative Runway 15 Departure Procedure



Noise modeling completed based on FAA Draft EA flight tracks

- SLAPP and OROSZ considered as a single or two main flight paths, as they share routing until diverging
- No change to the CNEL 65 dB contour as the changes to flight paths are well beyond the contour
- Completed number of events noise analysis
 - Count and compare the number of departure events exceeding defined noise threshold



Alternative Runway 15 Departure Procedure



Number of Noise Events above 70 dB

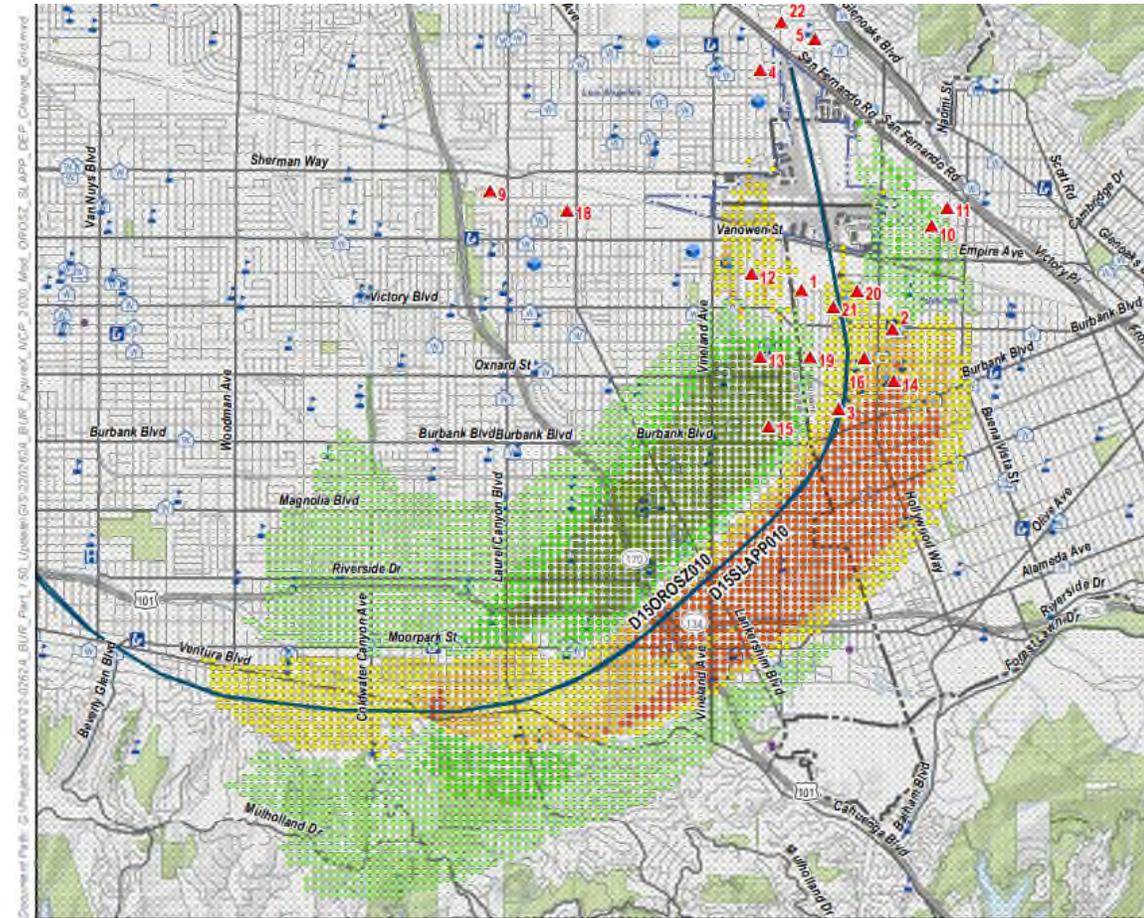
- Greens show areas of decrease in the number of events
- Yellow/orange/red shows areas of increase in the number of events

Noise Benefits

Reduces the number of aircraft noise events to the north and south of the proposed procedure

Concern

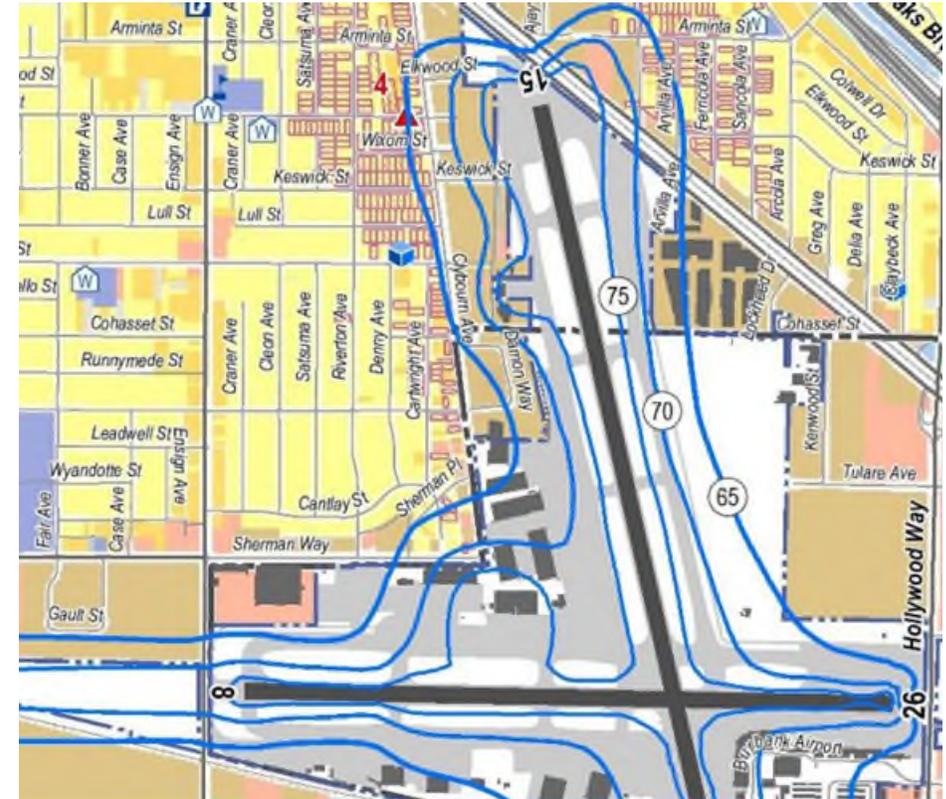
Greatly increases the number of events along the flight path – concentrates noise



Helipad Operations - Analysis



- **Goal:** Evaluate whether helicopter noise from the helipad to the north of Taxiway D extends into the neighborhood as shown in the NEM; and if so, could noise barriers mitigate the noise to below CNEL 65 dB?
- **Analysis:** Modeled using SoundPLAN with a representative helicopter noise profile



Helipad Operations - Results



- Helicopter operations at helipad modeled with and without the existing structures
- Existing structures provide effective noise shielding – greater than 5 dB noise reduction
- Therefore, CNEL 65 dB contour does not extend into adjacent communities – no need for mitigation in this area



Receiver	Dep. Lmax (dBA) (w/buildings)	Dep. Lmax (dBA)(w/o buildings)	Lmax Delta (dBA)(with - without)
R4	59.2	79.8	-20.6
R3	56.8	74.5	-17.7
R2	63.7	74.2	-10.5
R1	65.8	72.4	-6.6

Potential Noise Abatement Measures



Further discussion or any new ideas?

- **Offset approach to Runway 8**
 - Suggest this be considered as the FAA continues to assess improved safety between BUR arrivals and VNY traffic pattern
- **Southerly departure flight path**
 - Open for ideas on how to improve the flight paths and/or address the southern drift that occurred several years ago
- **Nighttime Preferential Runway Use**
 - Unlikely to successfully implement given the constraints of the airspace in the area and dominant wind direction
- **Reduced Use of Reverse Thrust**
 - Unlikely to successfully implement given the short length of the BUR runways
 - Consider evaluating high-speed exit taxiway feasibility in the next Airport Master Plan

Potential Land Use Measures



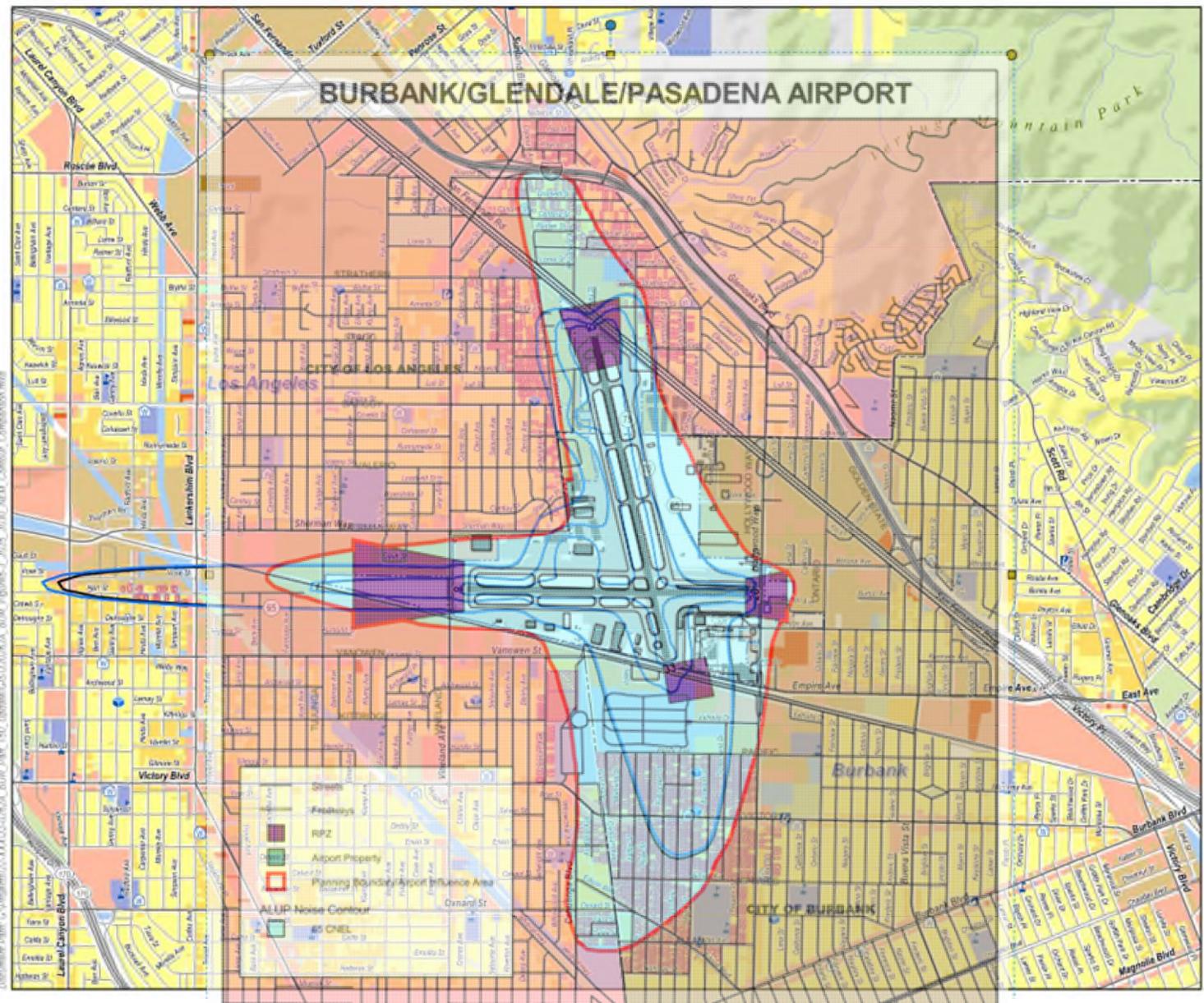
- Amend building code to require sound attenuation for new residential construction, expansion, renovation or rebuilds within the 65 CNEL
 - Goal to require sound insulation when parcels are developed, rebuilt or substantially renovated
 - Triggered by building permits
- Recommend Los Angeles County Airport Land Use Commission update the BUR Airport Land Use Compatibility Plan (ALUCP) and Airport Influence Area (AIA)
 - Previous AIA was adopted in 1991 and revised in 2004. Does not reflect current NEM. Updates needed to prevent future encroachment of other non-compatible land uses.



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

Previous AIA was adopted in 1991 and revised in 2004. Does not reflect current NEM. Updates needed to prevent future encroachment of other non-compatible land uses.

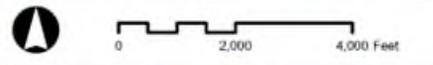
Figure 5-3:
Comparison of 2025 and 2030 CNEL Noise Contour



- 2025 CNEL Noise Contour (65-75 dB CNEL)
 - 2030 CNEL Noise Contour (65-75 dB CNEL)
 - Airport Boundary
 - Runway / Taxiway
 - Major / Minor Road
 - Municipal Boundary
 - Building
 - Railroad
- Residential Sound Insulation Program (RSIP)
- Complete, Single Family Residential (1,763)
 - Complete, Multi-Family Residential (662)
 - Complete, School (5)
- Single Family Residential
 - Multi-Family Residential
 - Mobile Home
 - Transient Lodging
 - Public Use 1 (Noncompatible)
 - Public Use 2 (Compatible)
 - Commercial Use
 - Manufacturing and Production
 - Lake / Pond
 - Agriculture
 - Recreation / Open Space
 - Golf Course
 - Vacant / Undefined
- School
 - Place of Worship
 - Daycare
 - National Register of Historic Places
 - Hospital
 - Library

DRAFT - Subject to Change

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



Potential Land Use Measures



Further discussion or any new ideas?

- **Amend Building Codes**

- Work with the jurisdictions to include higher noise level reduction when approving building permits in the areas contained in the CNEL 65 dB contour

- **Update the Airport Land Use Compatibility Plan (ALUCP) and Airport Influence Area (AIA)**

- Work with the Los Angeles County Land Use Commission to update their plans associated with areas of high aircraft noise exposure

Potential Noise Mitigation Measures



- Set up a sound insulation program to provide treatment to noise-sensitive structures
- Under the 2030 forecast condition, the land use compatibility analysis identifies:
 - 339 residential units potentially incompatible
 - Approximately 59 units have declined participation
 - 1 noise-sensitive site (place of worship) potentially incompatible
- Additional units may be excluded due to local code restrictions or other eligibility limitations, and subject to noise reduction from implementation of the noise abatement measures

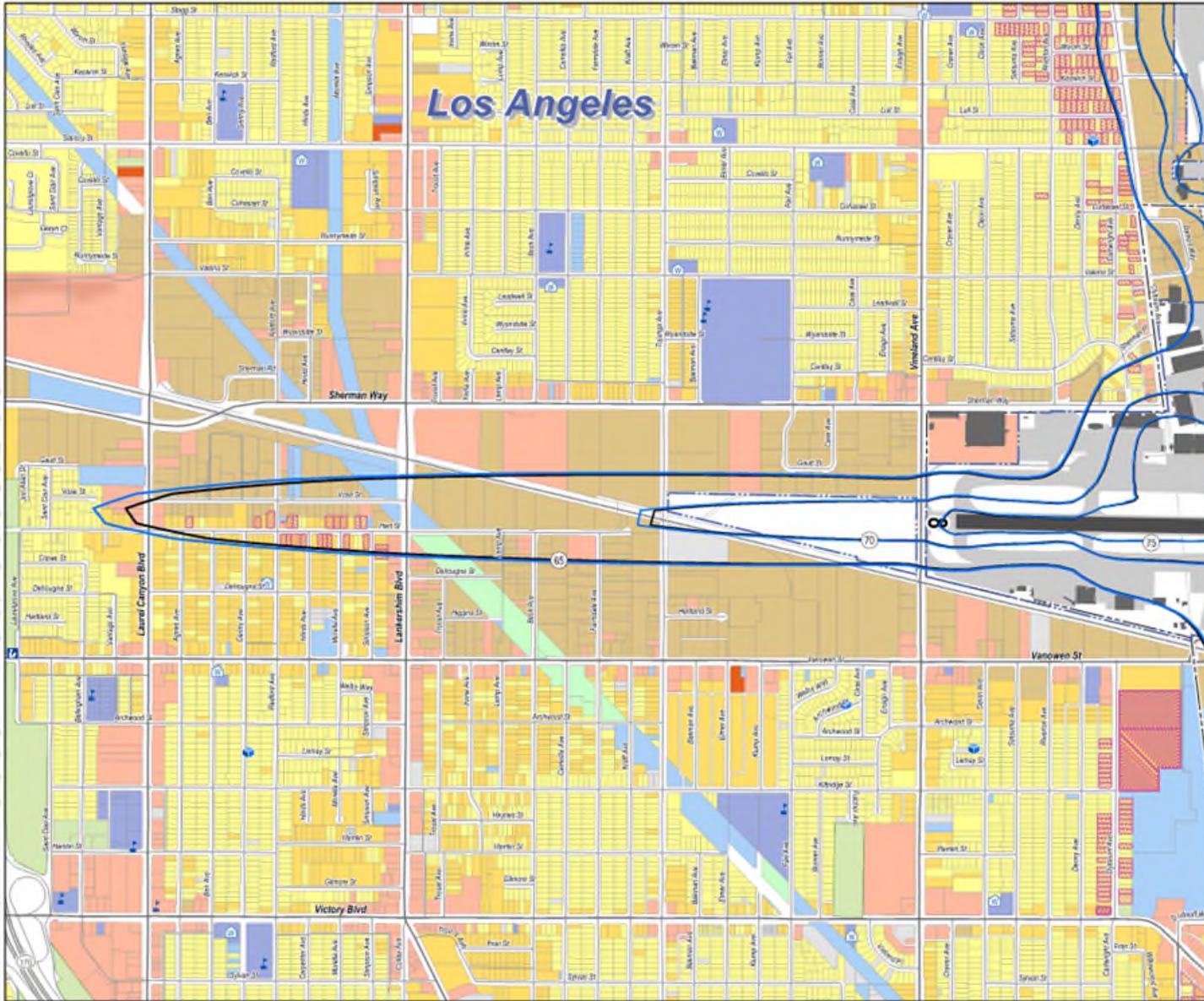


Figure 5-6: Comparison of 2025 and 2030 CNEL Noise Contour - West Zoom

-  2025 CNEL Noise Contour (65-75 dB CNEL)
 -  2030 CNEL Noise Contour (65-75 dB CNEL)
 -  Airport Boundary
 -  Runway / Taxiway
 -  Major / Minor Road
 -  Municipal Boundary
 -  Building
 -  Railroad
- Residential Sound Insulation Program (RSIP)
-  Complete, Single Family Residential (1,783)
 -  Complete, Multi-Family Residential (662)
 -  Complete, School (5)
 -  Single Family Residential
 -  Multi-Family Residential
 -  Mobile Home
 -  Transient Lodging
 -  Public Use 1 (Noncompatible)
 -  Public Use 2 (Compatible)
 -  Commercial Use
 -  Manufacturing and Production
 -  Lake / Pond
 -  Agriculture
 -  Recreation / Open Space
 -  Golf Course
 -  Vacant / Undefined
-  School
 -  Place of Worship
 -  Daycare
 -  National Register of Historic Places
 -  Hospital
 -  Library

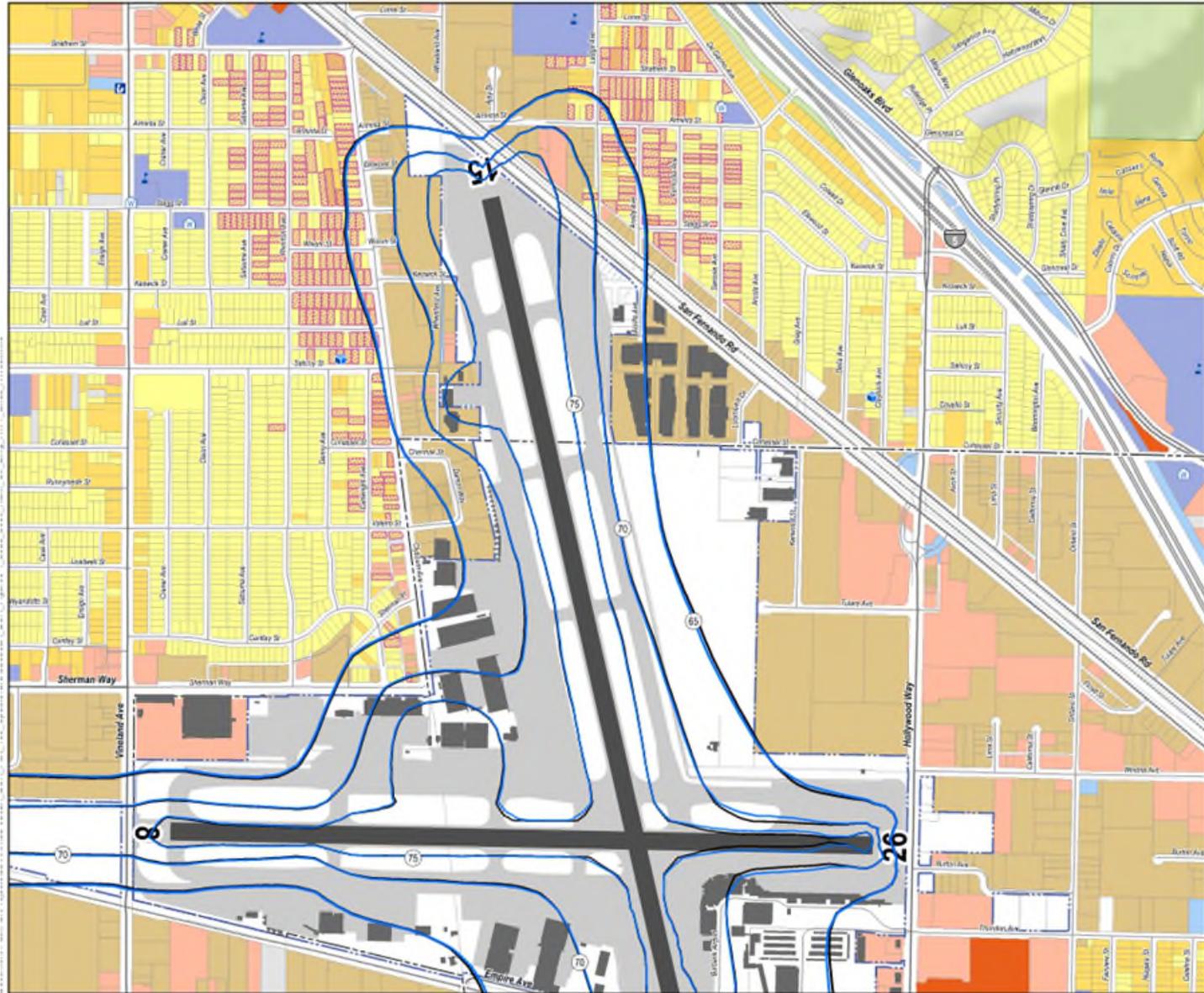
DRAFT - Subject to Change

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



Runway 15

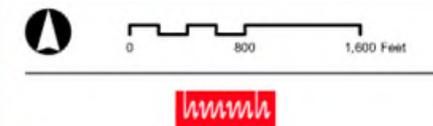
Figure 5-4:
Comparison of 2025 and 2030 CNEL Noise Contour -
Northeast Zoom



- 2025 CNEL Noise Contour (65-75 dB CNEL)
 - 2030 CNEL Noise Contour (65-75 dB CNEL)
 - Airport Boundary
 - Runway / Taxiway
 - Major / Minor Road
 - Municipal Boundary
 - Building
 - Railroad
- Residential Sound Insulation Program (RSIP)
- Complete, Single Family Residential (1,783)
 - Complete, Multi-Family Residential (662)
 - Complete, School (5)
 - Single Family Residential
 - Multi-Family Residential
 - Mobile Home
 - Transient Lodging
 - Public Use 1 (Noncompatible)
 - Public Use 2 (Compatible)
 - Commercial Use
 - Manufacturing and Production
 - Lake / Pond
 - Agriculture
 - Recreation / Open Space
 - Golf Course
 - Vacant / Undefined
- School
 - Place of Worship
 - Daycare
 - National Register of Historic Places
 - Hospital
 - Library

DRAFT - Subject to Change

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



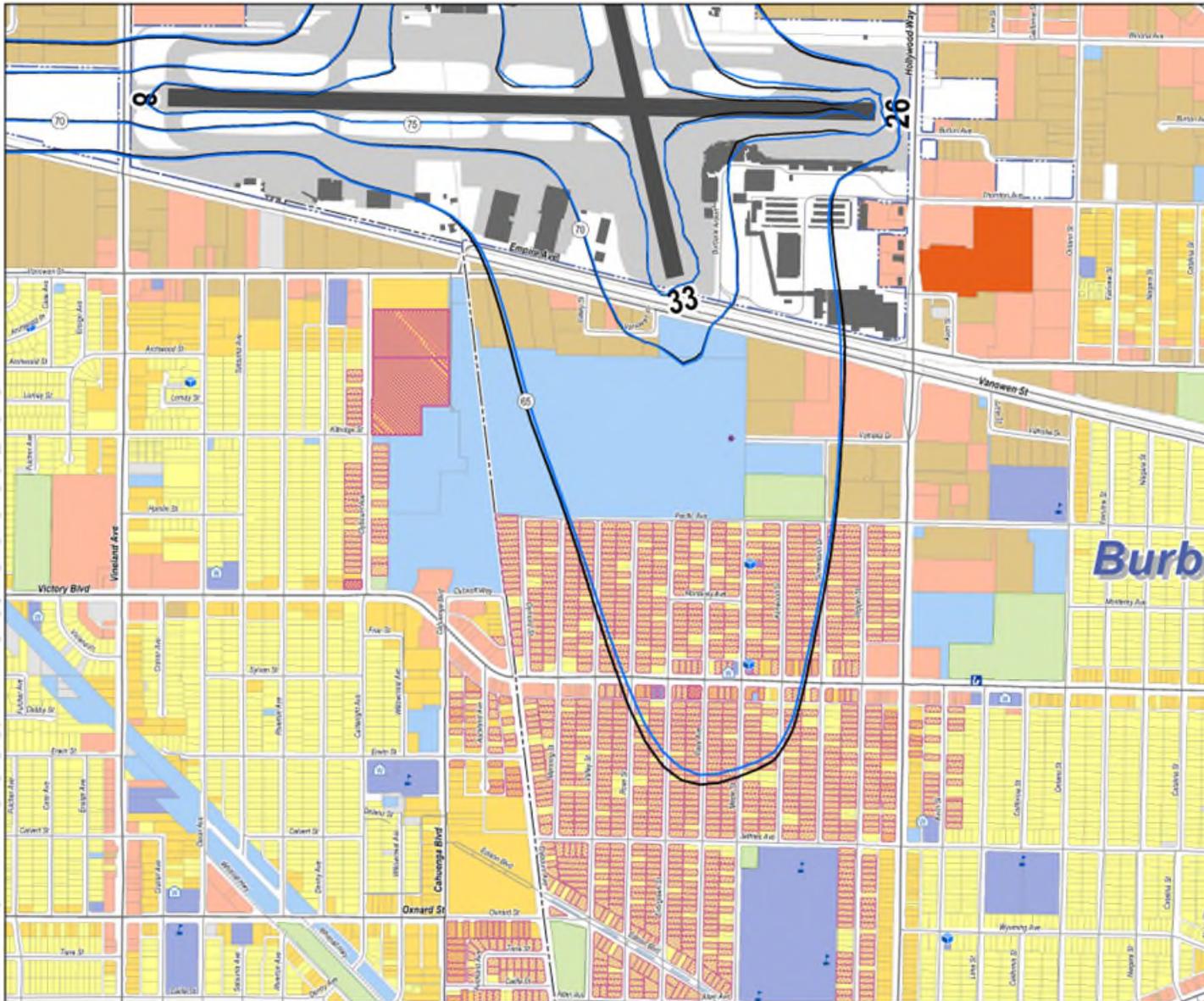


Figure 5-5:
Comparison of 2025 and 2030 CNEL Noise Contour -
South Zoom

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

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

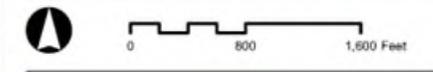
- Single Family Residential
- Agriculture
- Multi-Family Residential
- Recreation / Open Space
- Mobile Home
- Golf Course
- Transient Lodging
- Vacant / Undefined

- Public Use 1 (Noncompatible)
- Public Use 2 (Compatible)
- Commercial Use
- Manufacturing and Production
- Lake / Pond

- 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.



Runway 33

Potential Noise Mitigation Measures



Further discussion or any new ideas?

- **Implement sound insulation program**
 - Airport to provide sound insulation treatments to mitigate incompatible land uses – this is likely to be the last such program unless unforeseen changes occur

Potential Program Management Measures



- **Noise Office**
 - Assess current noise comment and response program
 - Evaluate refinements to enhance community collaboration
- **Maintain and Update/Improve Noise Monitoring Program**
 - Continue and enhance existing noise monitoring program
 - Look for methods to update and include improvements
- **Update the NEM/NCP**
 - NEM updates on a regular basis for federal grant applications or triggered by substantial changes in operations, fleet mix, etc. that may lead to a 1.5 dB change in areas of noise-sensitive land uses
 - NCP updates as needed by the Airport to adequately address non-compatible land uses as defined through Part 150 process

Potential Program Management Measures



Further discussion or other ideas like the following?

- **Fly Quiet Program**

- Suggest this be considered as the Airport explores tools to track voluntary adherence to noise abatement procedures while supporting community outreach through improved operational transparency
- Evaluate the need for such a program after the Authority determines the NCP measures they intend to recommend

Next Steps, Schedule, and Project Contacts



Next Steps



- Noise Compatibility Program (NCP) Refinement
- Use input from today to further develop NCP measures
- Work with Authority to determine the set of recommended NCP measures
- Prepare the full Draft NCP document for TAC, CAC and public review

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 (Preliminary Brainstorming NCP Measures)
Winter 2026	TAC/CAC Meeting #5, Open House #3 (Refinement of NCP Measures)
Spring 2026	TAC/CAC Meeting #6, (Draft NCP Recommendations)
Fall 2026	Open House #4 and Public Hearing (Draft NCP document)
November 2026	Submit NCP to FAA

We are here.

**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

Nastasja von Conta
nvonconta@hmmh.com

Corbett Smith
Corbett.Smith@meadhunt.com



Questions & Comments

