



Hollywood
Burbank
Airport



Part 150 **STUDY**



**Noise Compatibility Study
Technical Advisory Committee
Meeting #5**

February 26, 2026

Study Team



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PROJECT TEAM



Stevie Espinoza
Outreach Manager

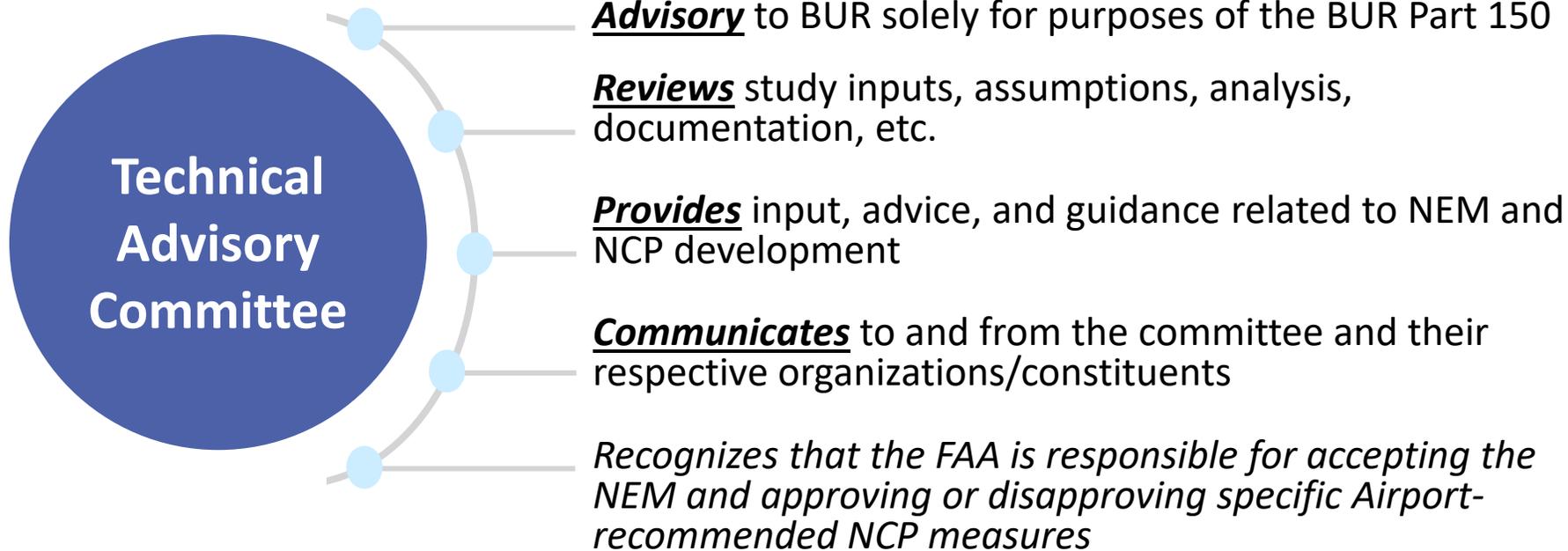
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Outreach Deputy

Technical Advisory Committee Members



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

Technical Advisory Committee

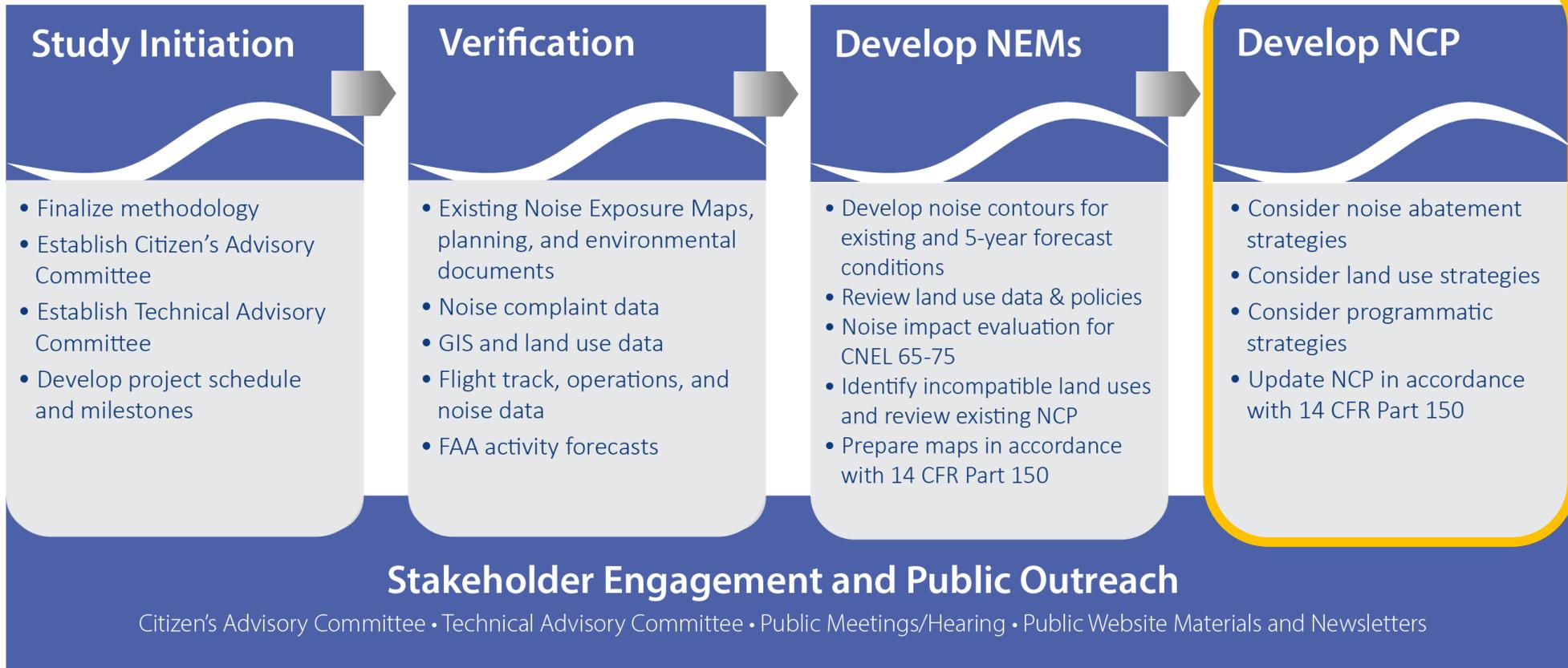


BUR shall respect and consider TAC input but must retain overall responsibility for the Part 150 Study and NCP recommendations.

Planning Process



We are here.



Part 150 Overview



Regulation

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

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

Technical Elements

Part 150 has two technical elements:

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

Noise Compatibility Program (NCP) Overview



Objectives of Proposed Measures

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

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

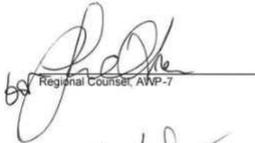


- **2016 BUR NCP included:**
 - Noise Abatement Measures (9)
 - Land Use Measures (1)
 - Noise Mitigation Measures (4)
 - Program Management Measures (4)

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

11/24/16 ✓
Date APPROVED DISAPPROVED

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

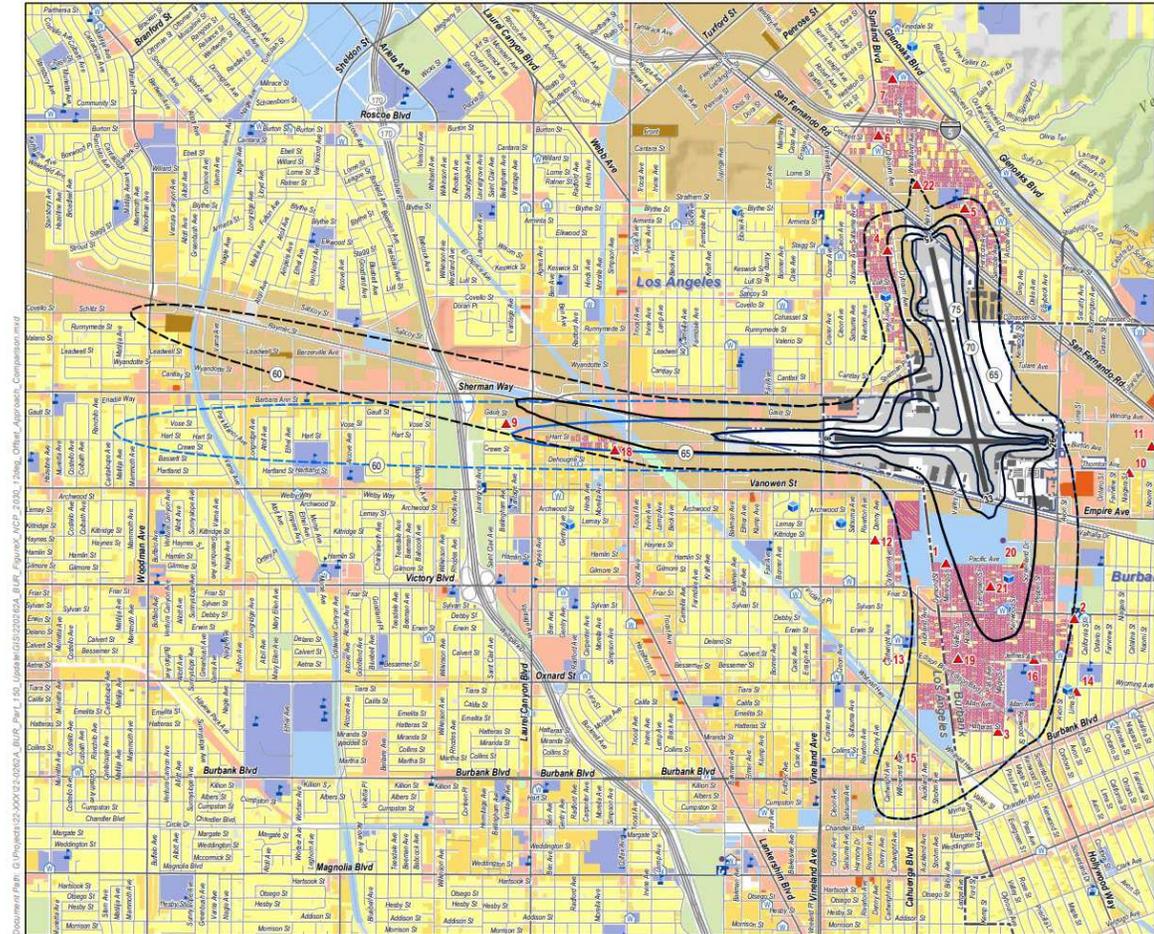
Noise Exposure Benefits

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)



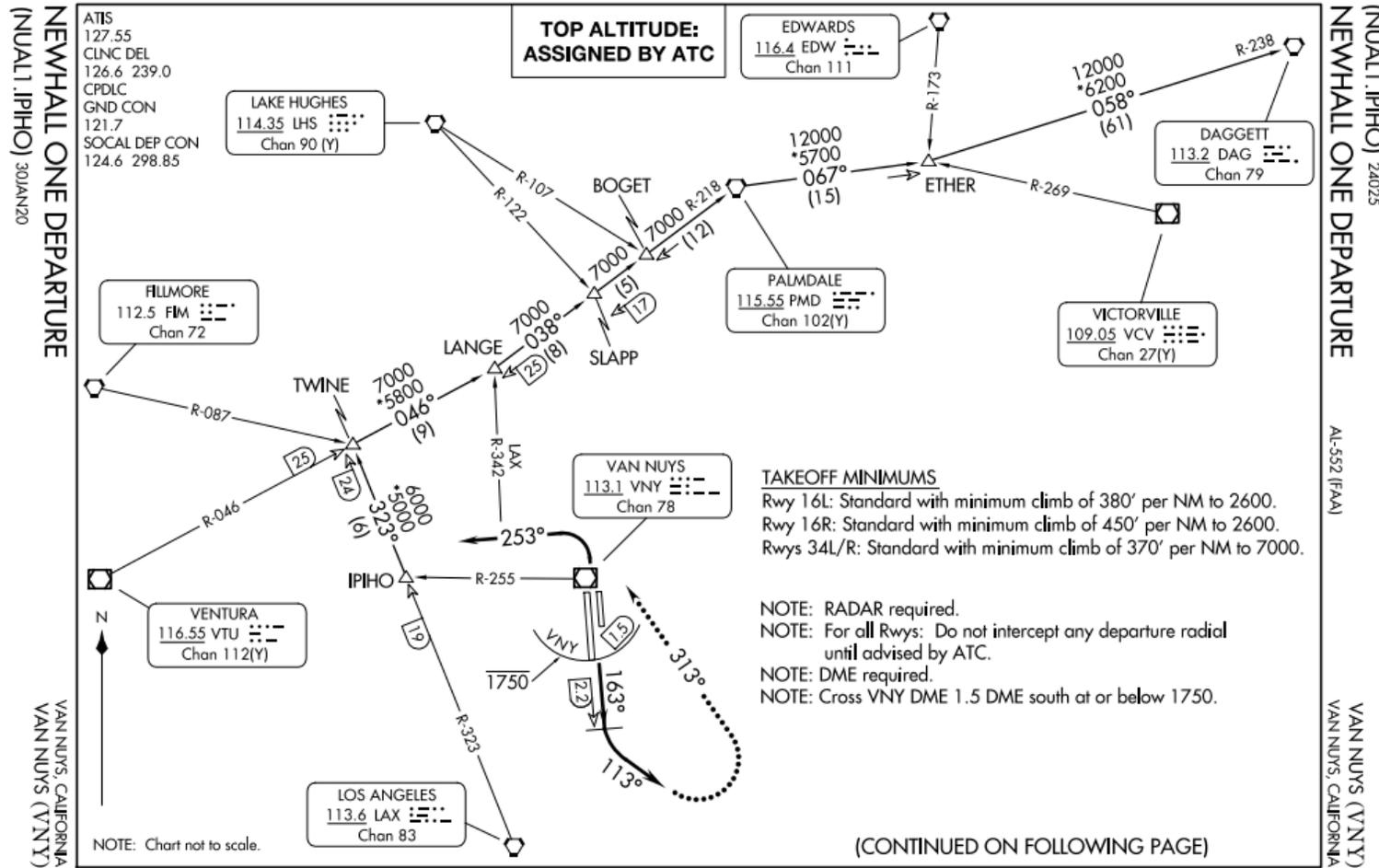
Conceptual Offset Approach to Runway 08



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)

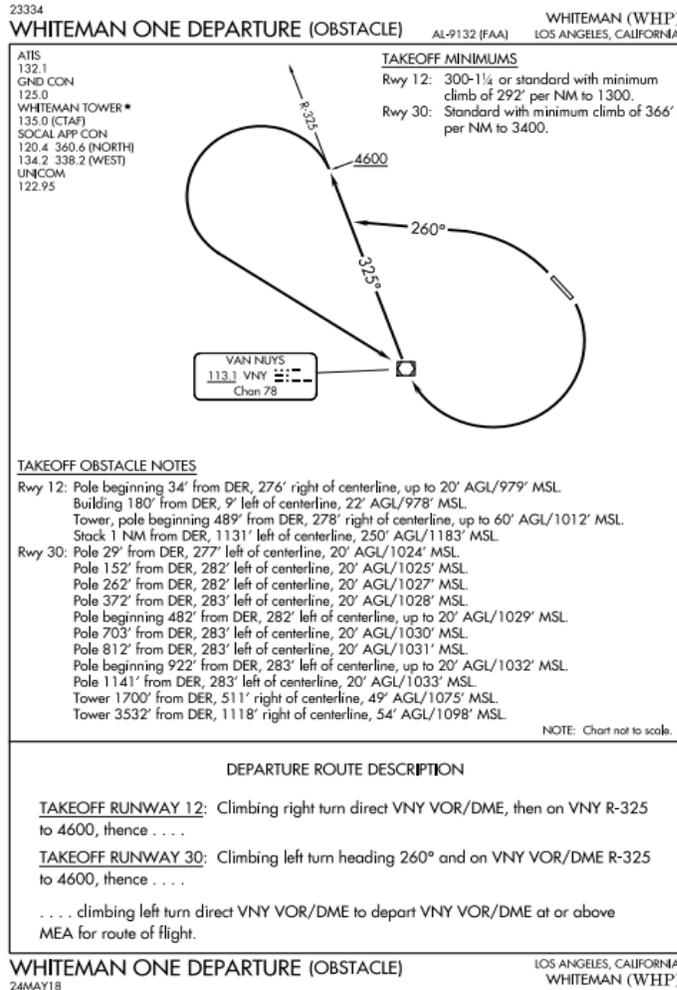
Conceptual Offset Approach to Runway 08 Conflict Assessment



NEWHALL ONE DEPARTURE (VAN NUYS)

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

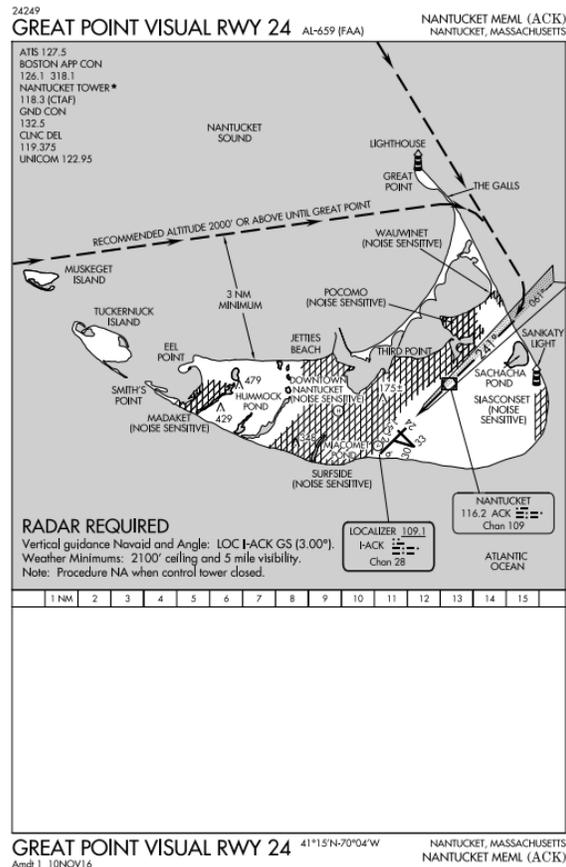
Conceptual Offset Approach to Runway 08 Conflict Assessment



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

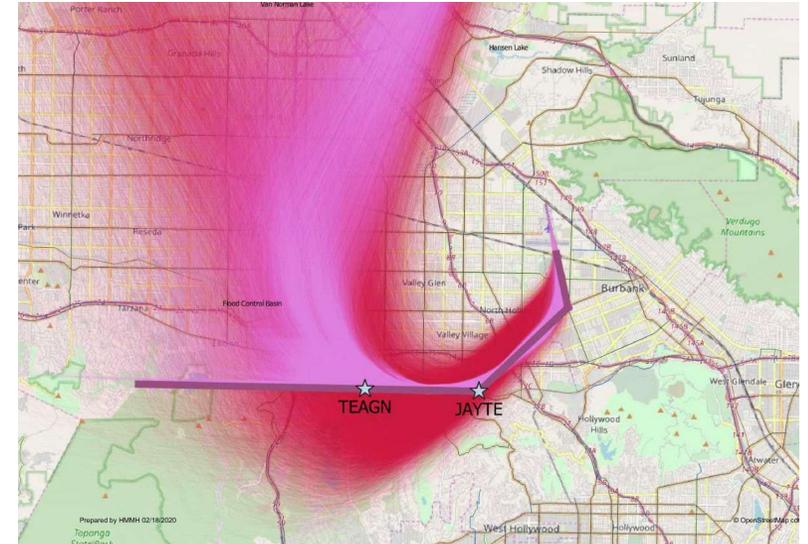
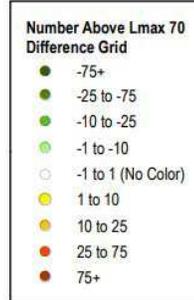




Figure:
Number Above Lmax 70 Grid Analysis,
Modified OROSZ and SLAPP Departure Procedures
Compared to 2030 CNEL Noise Contour

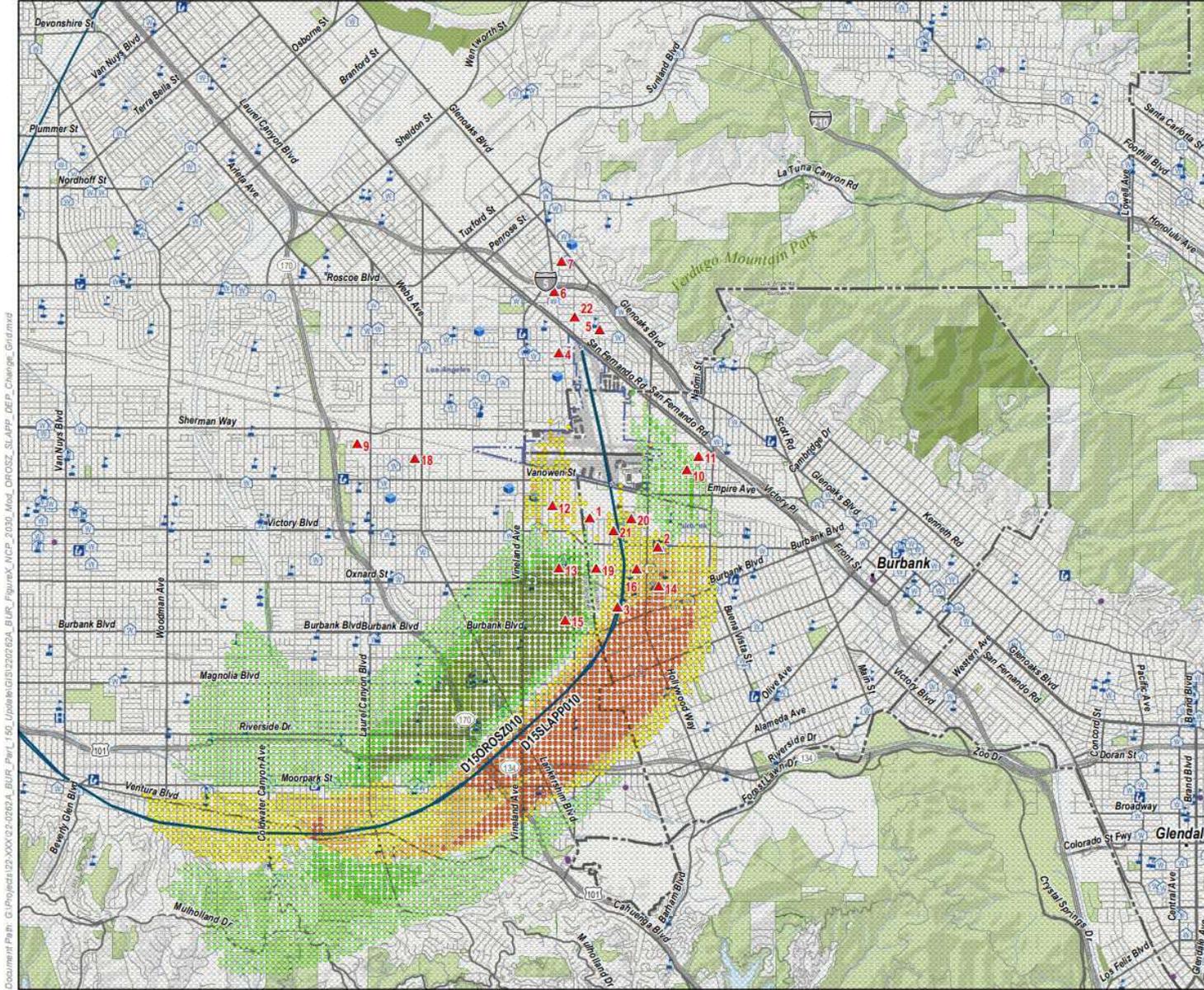
-  Modeled Departure Backbone Track
-  ANOMS Noise Monitor Location
(Monitor 8 and 17 No Longer in Service)
-  Airport Boundary
-  Runway / Taxiway
-  Major / Minor Road
-  Municipal Boundary
-  Building
-  Railroad
-  School
-  Hospital
-  Place of Worship
-  Library
-  Daycare
-  National Register of Historic Places



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



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Alternative Runway 15 Departure Procedure



Number of Noise Events above 70 dB

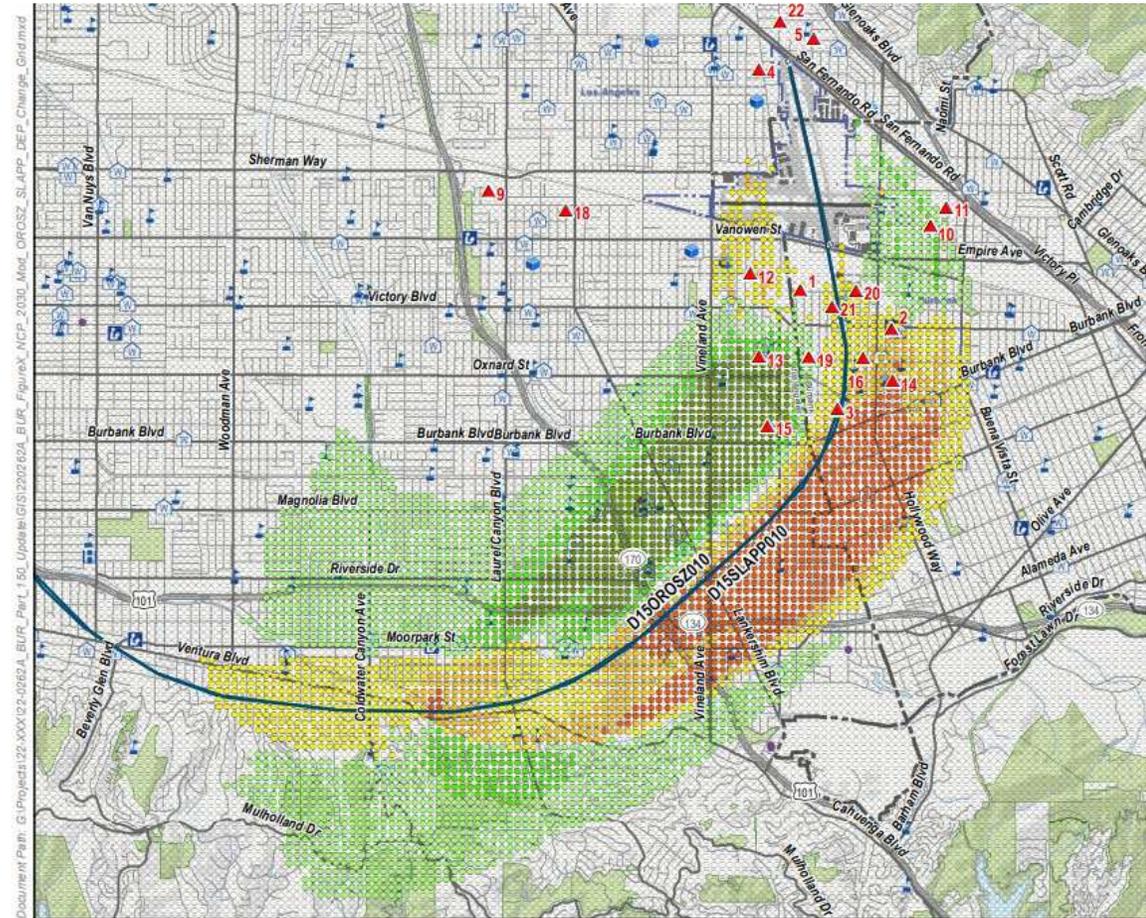
- Greens show areas of decrease in the number of events
- Yellow/orange/red shows areas of increase in the number of events

Noise Benefits

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

Concern

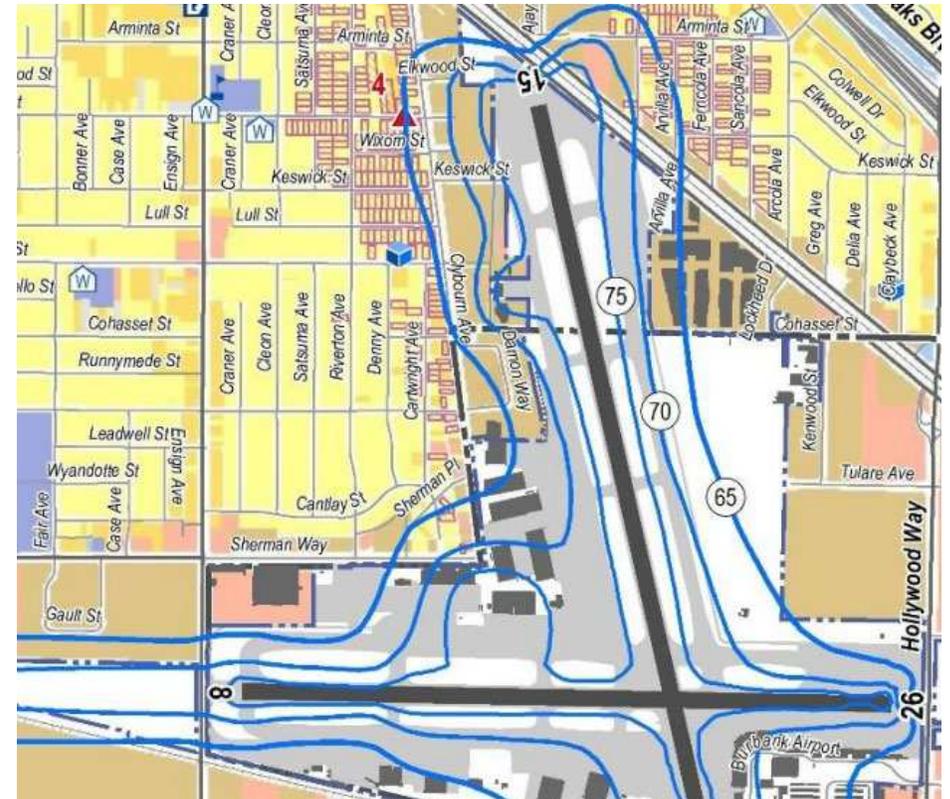
Greatly increases the number of events along the flight path – concentrates noise



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

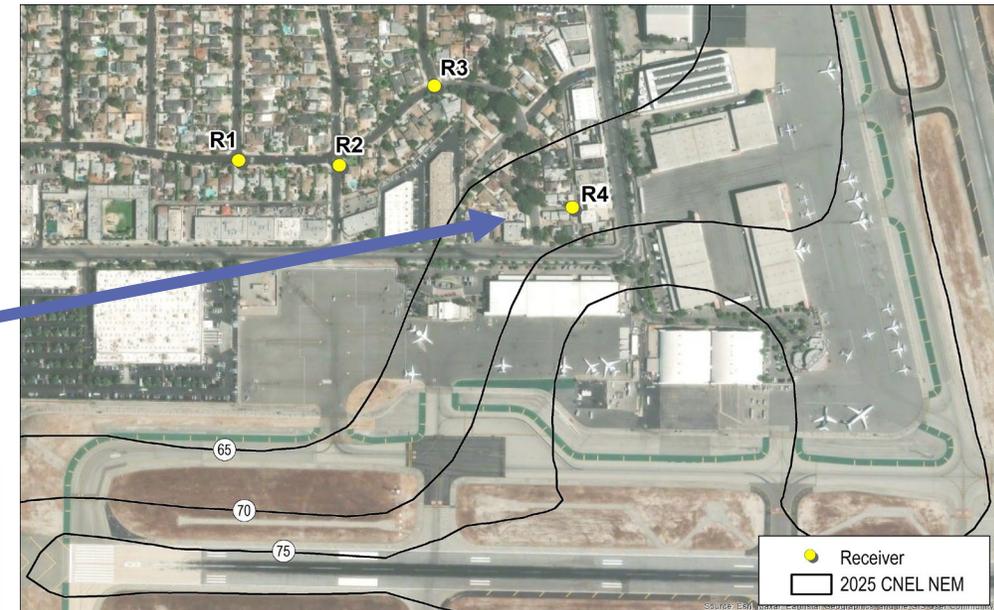


Helipad Operations - Results



- 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)

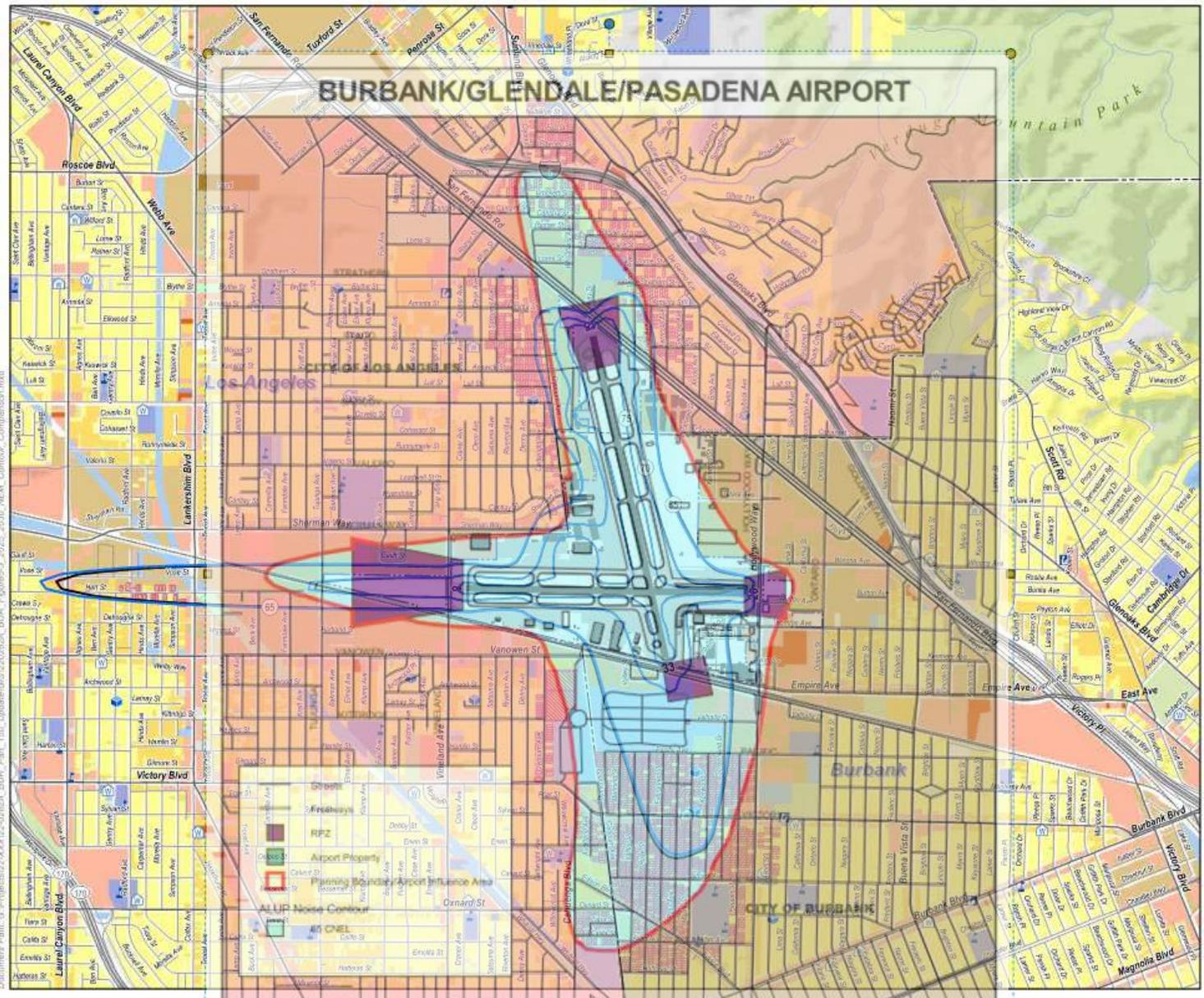
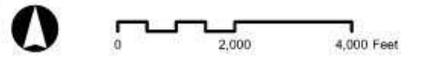
Previous AIA was adopted in 1991 and revised in 2004. Does not reflect current NEM. Updates needed to prevent future encroachment of other non-compatible land uses.

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 (1,783)
 - 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; 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



Runway 08

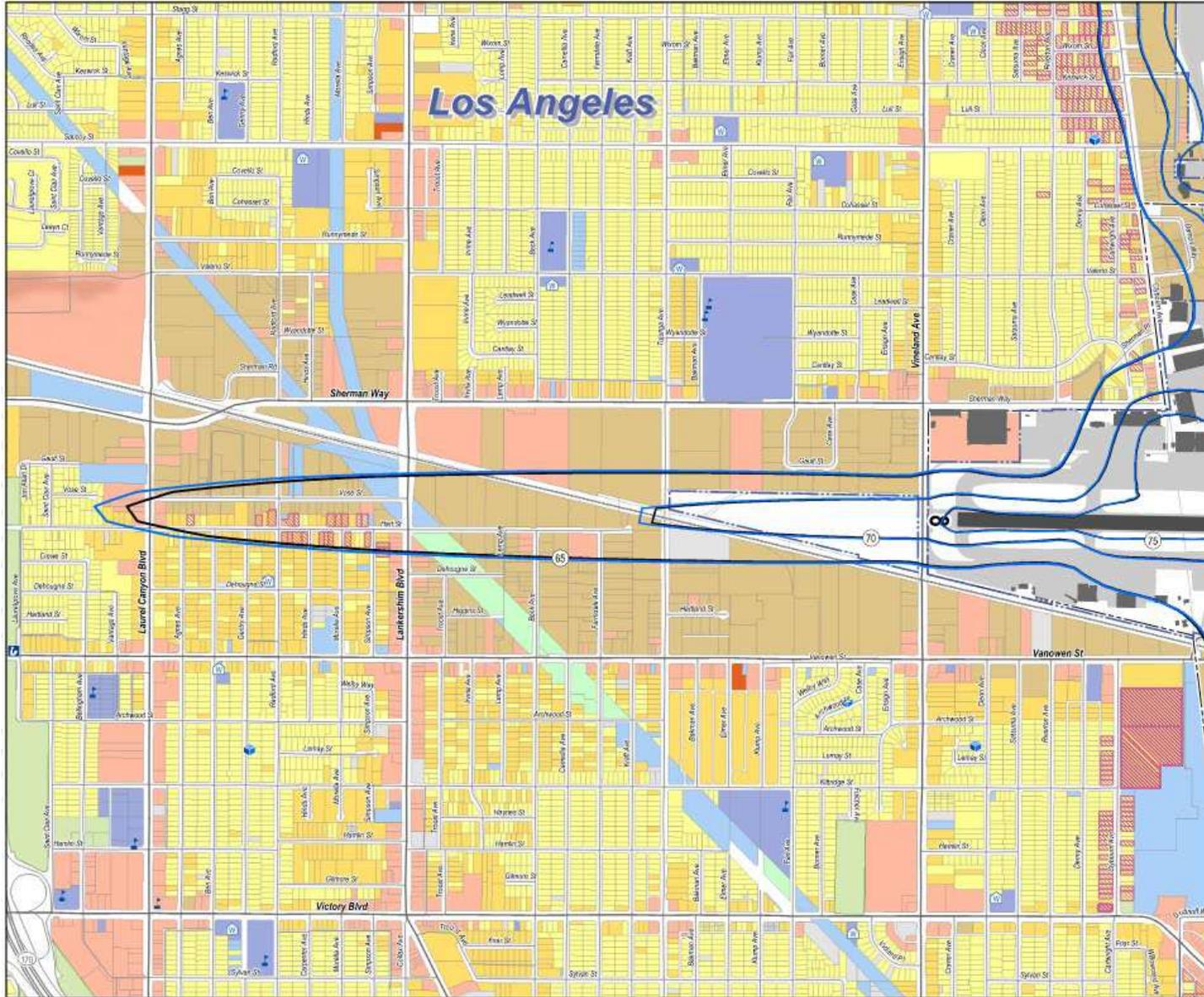
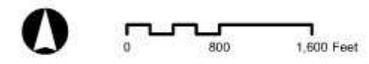


Figure 5-6:
Comparison of 2025 and 2030 CNEL Noise Contour - West Zoom

- 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)
- Land Use Categories:
- 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
- Other Landmarks:
- School
 - Place of Worship
 - Daycare
 - National Register of Historic Places
 - Hospital
 - Library

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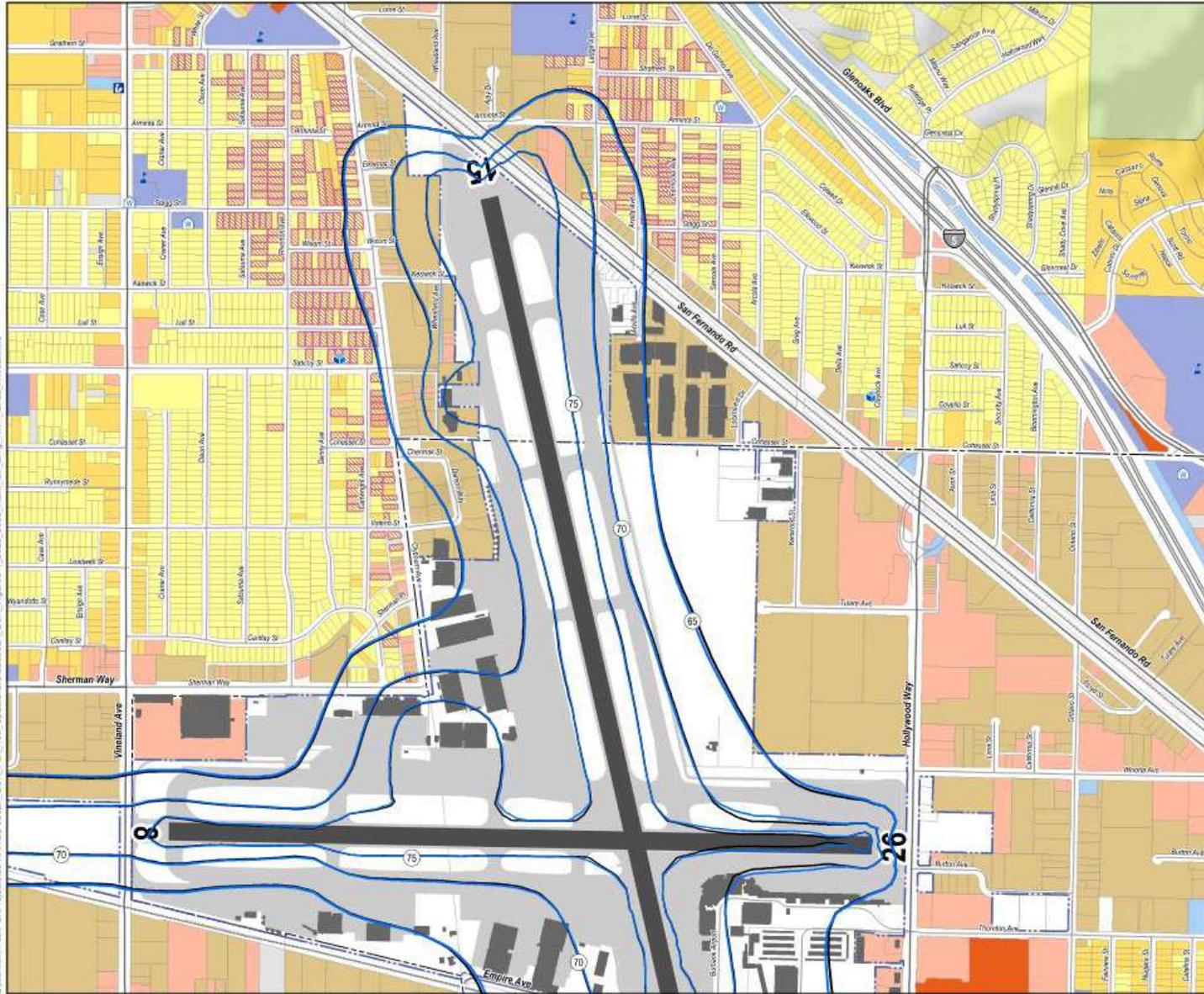
Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LA GeoHub; National Register of Historic Places; ESRI, Inc.





Runway 15

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



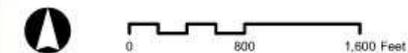
-  2025 CNEL Noise Contour (65-75 dB CNEL)
-  2030 CNEL Noise Contour (65-75 dB CNEL)
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-  Municipal Boundary
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-  Railroad

- Residential Sound Insulation Program (RSIP)
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-  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
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-  Hospital
-  Library

DRAFT - Subject to Change

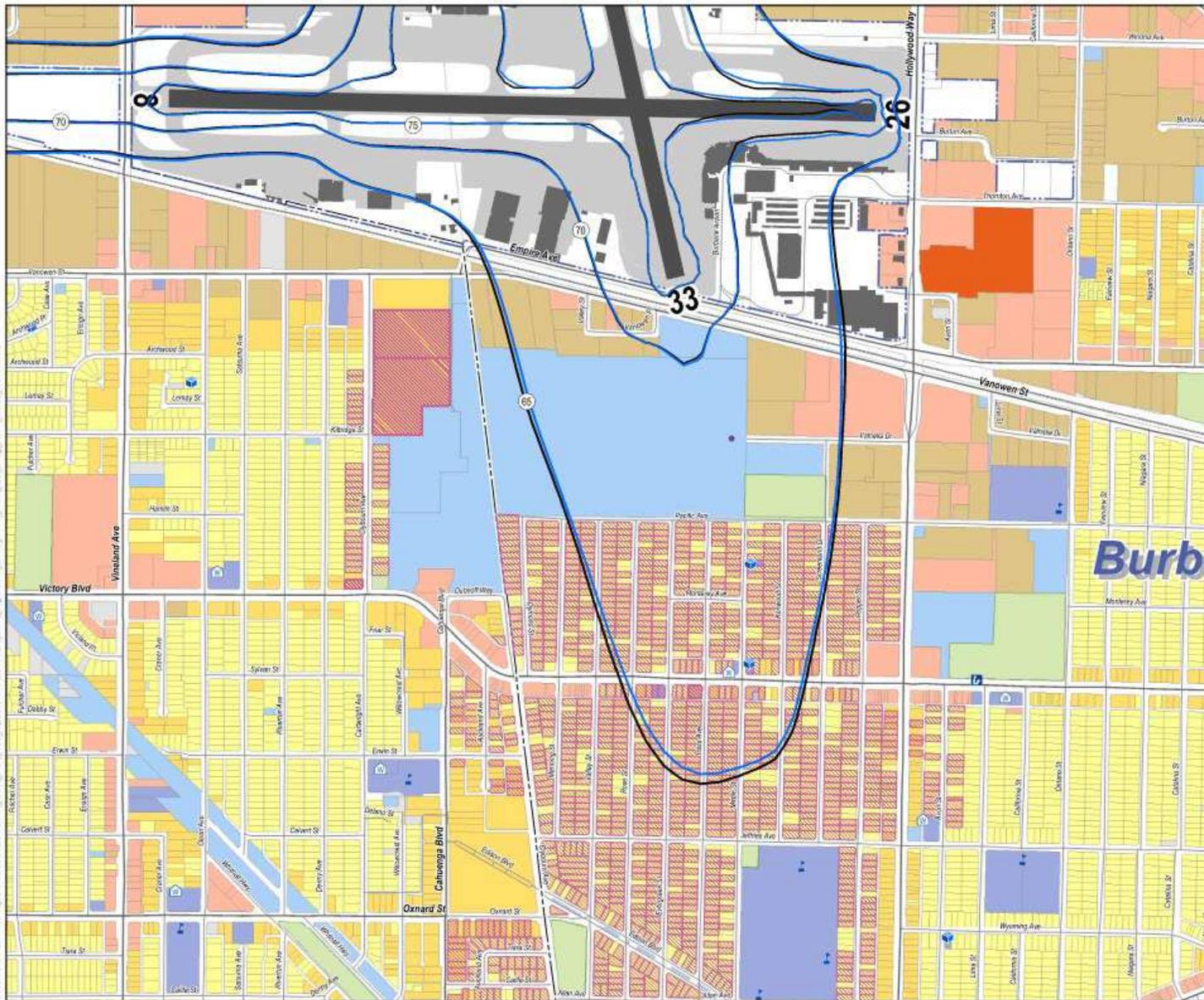
Hollywood Burbank Airport; County of Los Angeles Open Data; Los Angeles County Planning; LAGeoHub; National Register of Historic Places; ESRI, Inc.





Runway 33

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

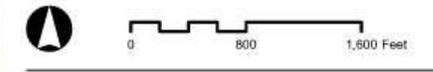
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- Single Family Residential
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- Hospital
- Library

DRAFT - Subject to Change

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



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

Dashboard/Fly Quiet Program



- Develop a Fly Quiet-style performance dashboard
- Uses existing flight track and operational data
- Track adherence to noise abatement procedures
- Informational tool only — no new requirements or restrictions
- Improve transparency and public understanding of operations
- Support community outreach and stakeholder engagement
- Encourage voluntary compliance with noise abatement practices

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
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Project Manager	Corbett Smith Corbett.Smith@meadhunt.com



Questions & Comments



Noise Compatibility Program Potential Measures



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 Compatibility Program Implementation Status



Noise Compatibility Program (NCP) Review

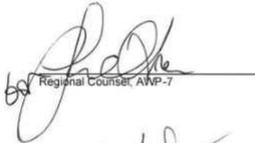


- **2016 BUR NCP included:**
 - Noise Abatement Measures (9)
 - Land Use Measures (1)
 - Noise Mitigation Measures (4)
 - Program Management Measures (4)

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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

11/24/16 ✓
Date APPROVED DISAPPROVED

2016 Noise Abatement Measures



No.	Noise Abatement 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.

2016 Land Use & Noise Mitigation Measures



Number	Land Use Measures	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	Noise Mitigation Measures	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

2016 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