Hollywood Burbank Airport

Part 150 STUDY

Noise Compatibility Study
Public Open House

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

AIRPORT NOISE COMPATIBILITY

Planning Process

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 (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 Compatibility Program (NCP) Overview

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

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

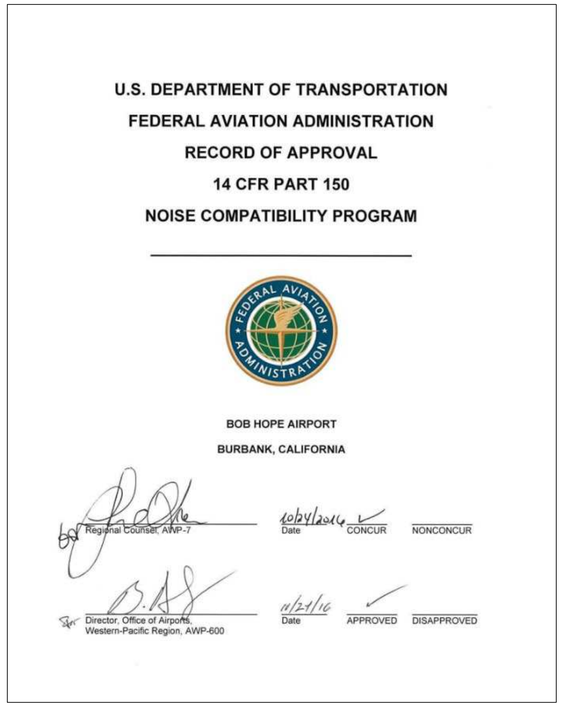
1) Evaluate effectiveness in addressing objectives
2) Evaluate feasibility (economic, operational, safety, etc.)
3) Select most effective "package" of measures
4) Identify implementation responsibilities, schedule, etc.
5) If not recommended, document reason(s)

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

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

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

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

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.

Potential Noise Abatement Measures

- **Runway 08 Offset Approach** – *moves flight path and noise contours over non-noise-sensitive land uses*
- **Alternative Runway 15 Departure** – *attempts to address community issues with the southern drift of flight paths*
- **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*
- **Preferential Runway Use Program** – *current program is not successful*
- **Reduced Use of Reverse Thrust** – *unlikely able to implement due to runway length*

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

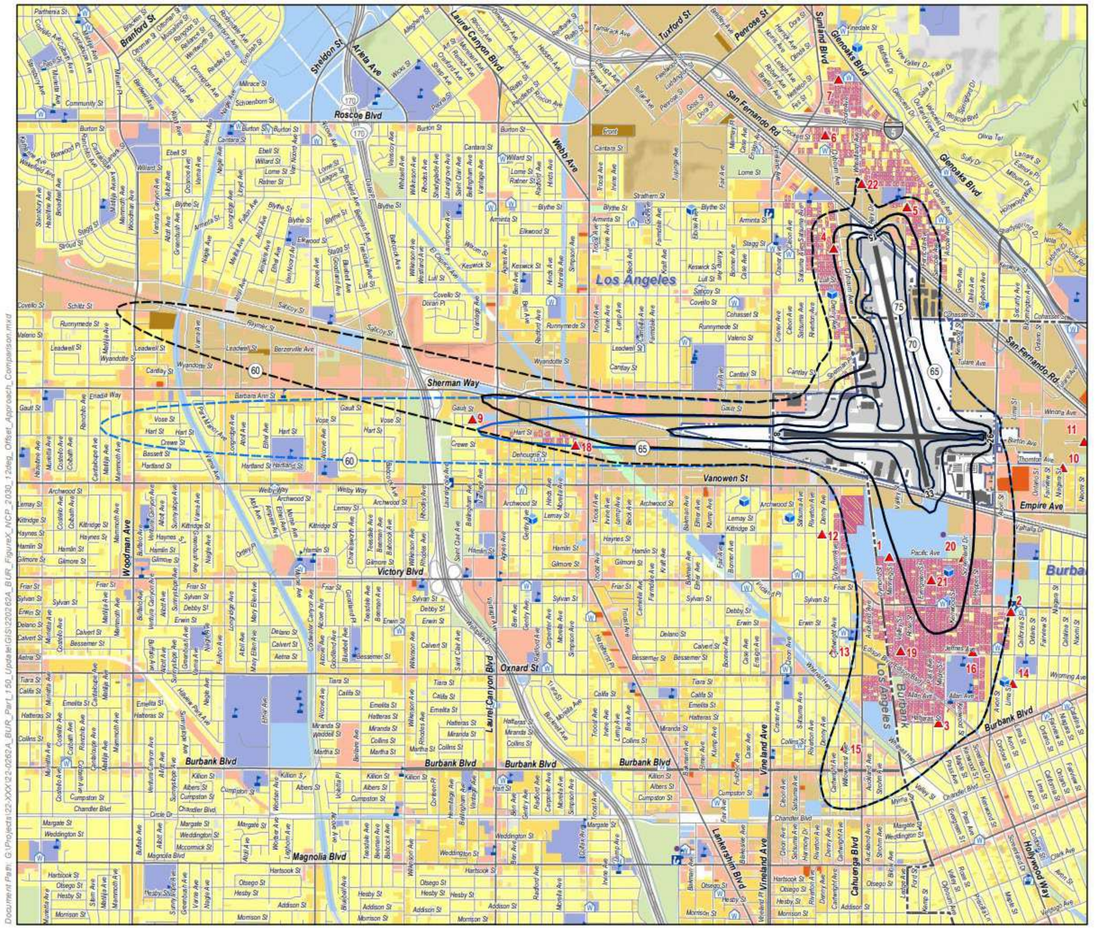
Noise Exposure Benefits

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

Assessed for potential airspace conflicts with VNY arrivals and/or traffic pattern operations; no conflicts were identified.



Possible Implementation as a Charted Visual Flight Procedure allowing IFR aircraft to proceed visually using charted landmarks

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

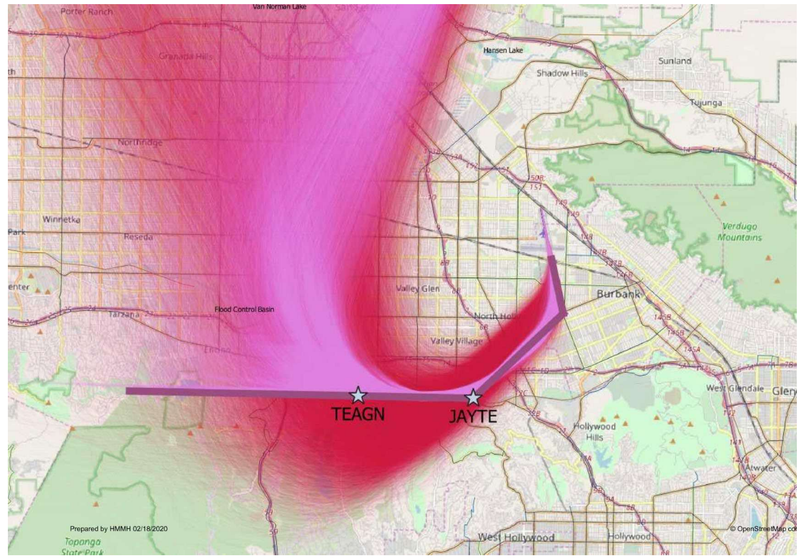
Current Operations

- 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

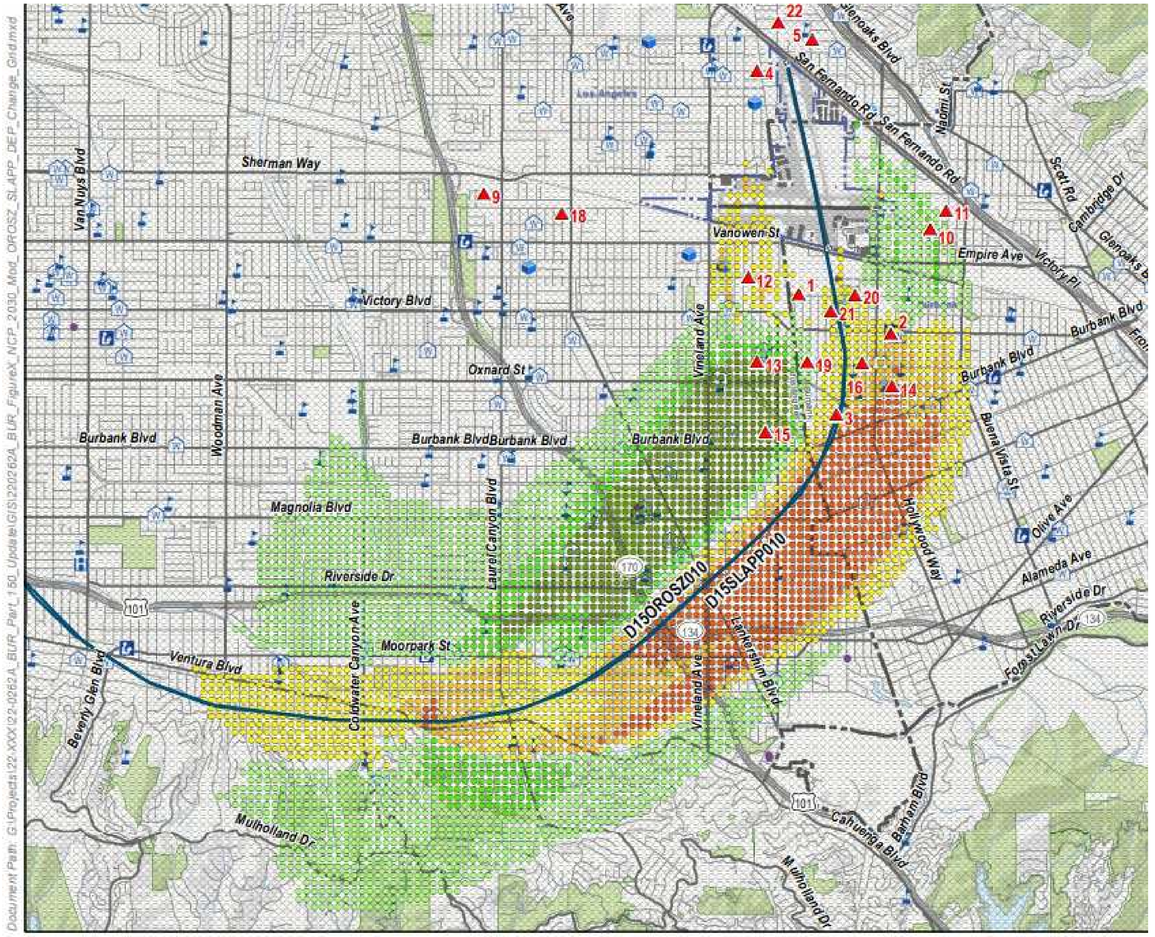
- Greens show areas of decrease in the number of events
- Yellow/orange/red shows areas of increase in the number of events

Noise Benefits

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

Concern

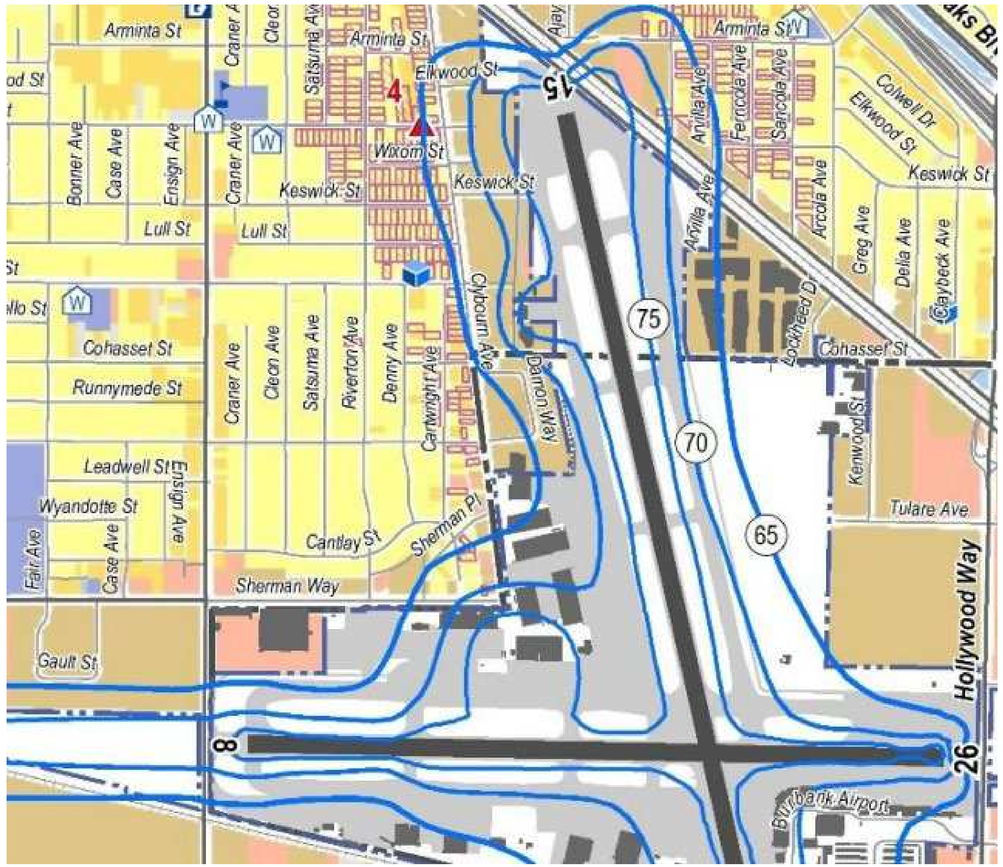
Greatly increases the number of events along the flight path – concentrates noise



Helipad Operations - Analysis

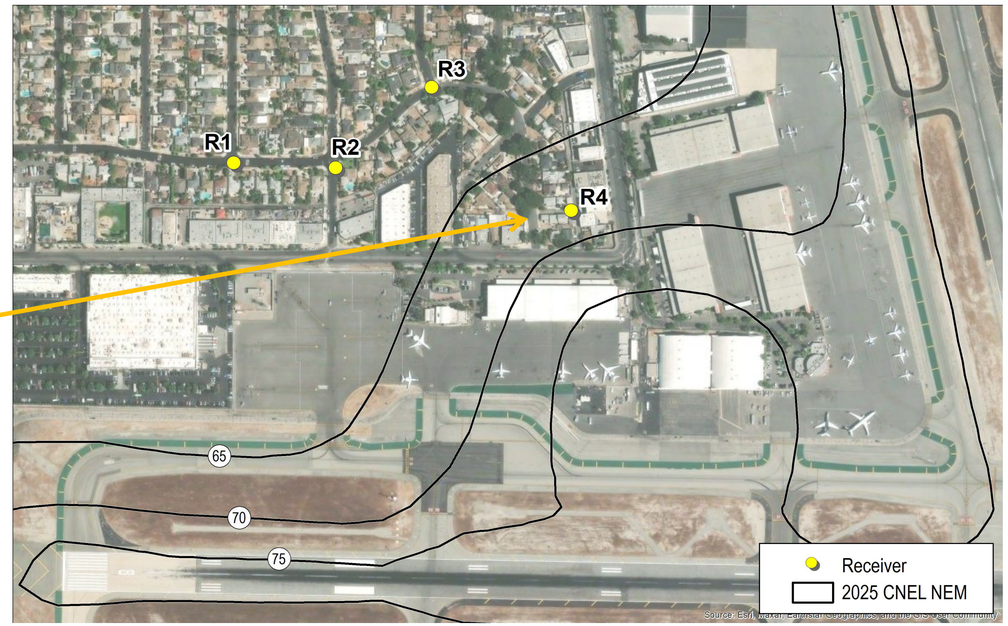
- **Goal:** Evaluate whether helicopter noise from the helipad to the north of Taxiway D extends into the neighborhood as shown in the NEM; and if so, could noise barriers mitigate the noise to below CNEL 65 dB?

- **Analysis:** Modeled using SoundPLAN with a representative helicopter noise profile



Helipad Operations - Results

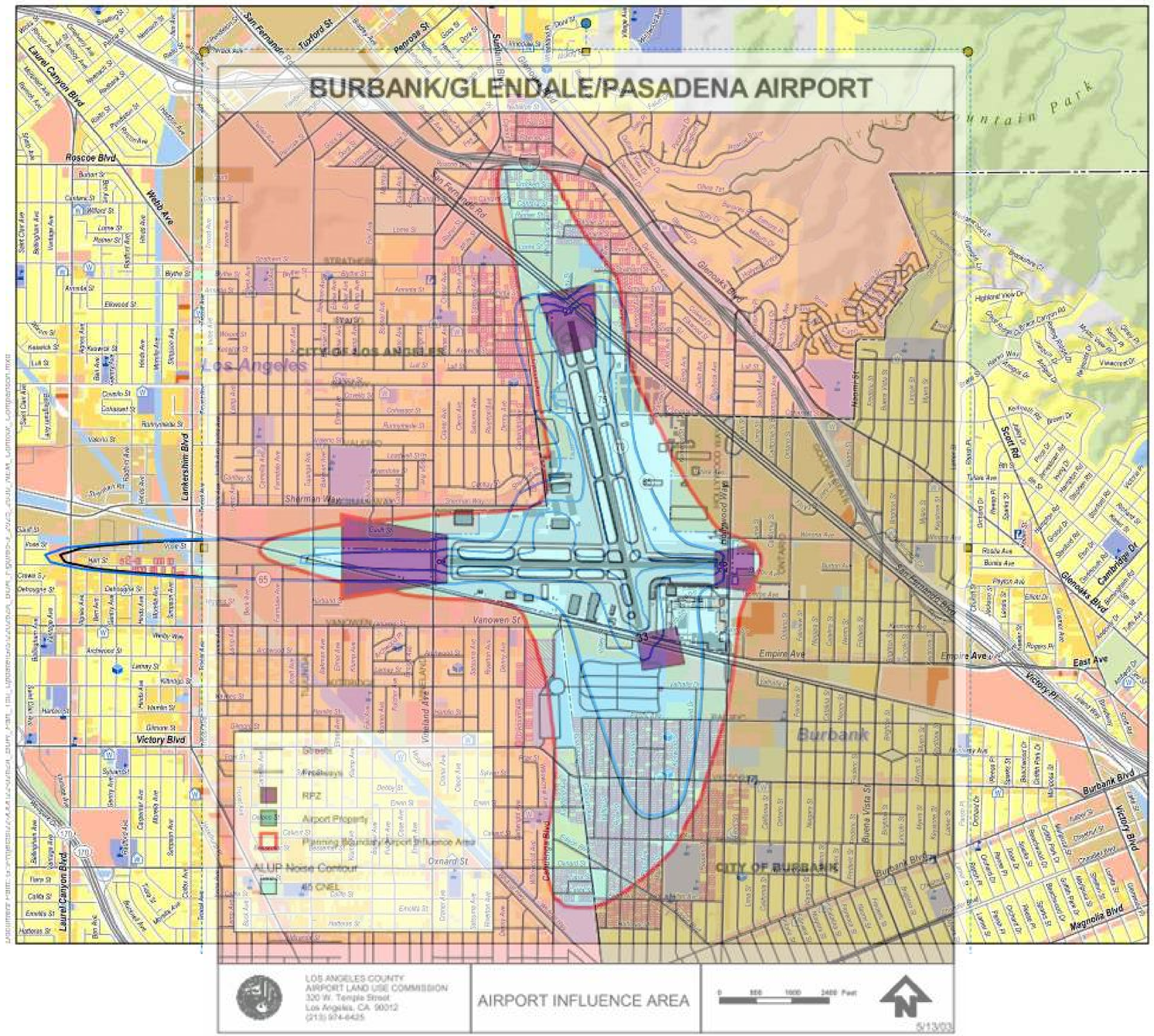
- Helicopter operations at helipad modeled with and without the existing structures
- Existing structures provide effective noise shielding – greater than 5 dB noise reduction
- Therefore, CNEL 65 dB contour does not extend into adjacent communities – no need for mitigation in this area



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 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.



Hollywood Burbank Airport
Part 150 STUDY

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.

0 2,000 4,000 Feet

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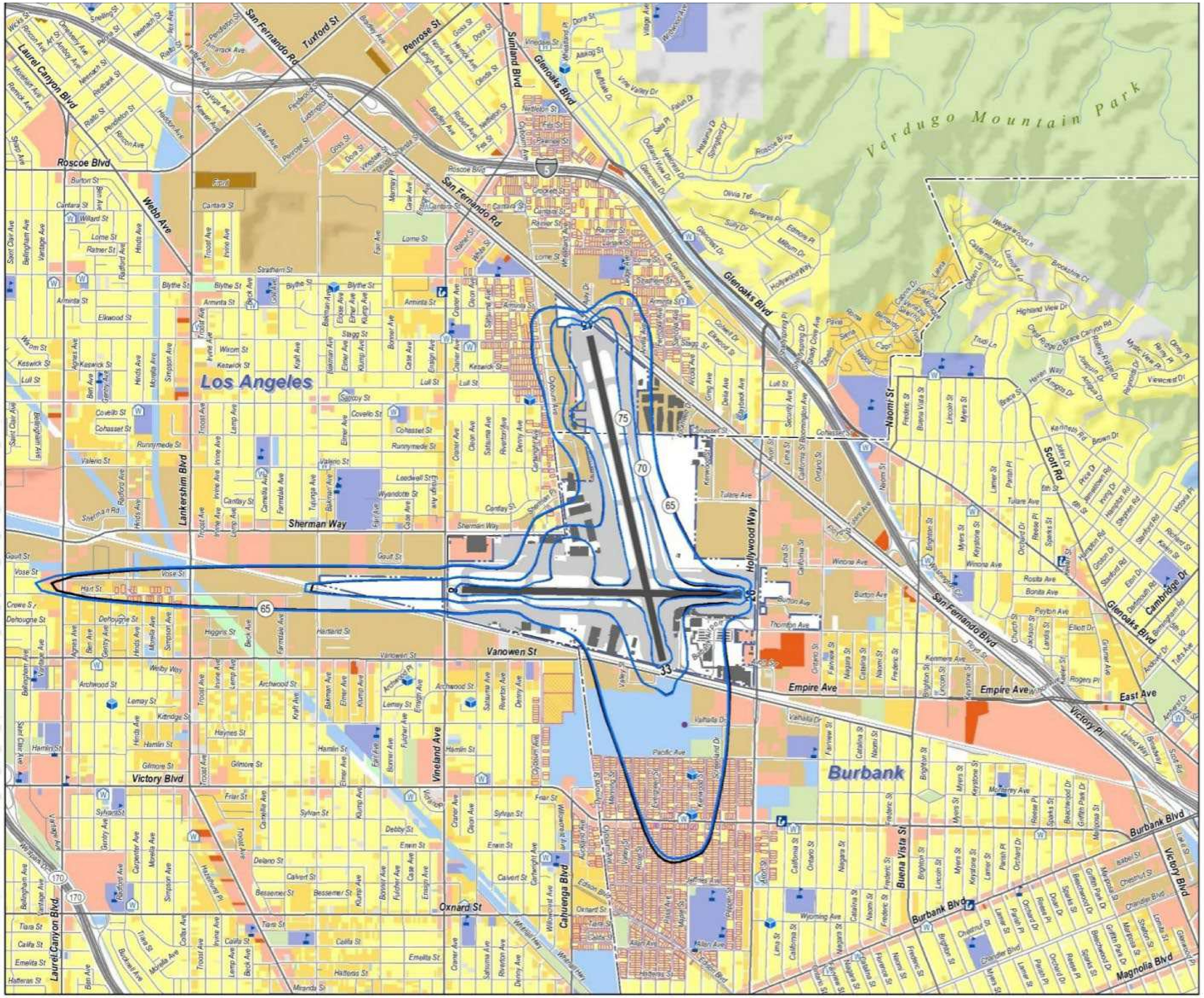
Airport Land Use Compatibility Plan and Airport Influence Area

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.

Potential Noise Mitigation Measures

- Set up a sound insulation program to provide treatment to noise-sensitive structures
- According to the 2031 Noise Exposure Map, the following are potentially eligible to receive treatments (subject to noise reduction from implementation of the noise abatement measures):
  - 568 residential units
  - 1 place of worship
  - 2 daycare facilities



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- Commercial Use
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- 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.

0 2,000 4,000 Feet

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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

Hollywood Burbank Airport
Part 150 STUDY

Schedule

January 30, 2025	**TAC/CAC Meeting #1, Open House #1 (Study Introduction)**
March 27, 2025	**TAC/CAC Meeting #2** (Review of Noise Modeling Inputs)
May 22, 2025	**TAC/CAC Meeting #3 (Noise Modeling Results & Existing NCP Review)** **Open House #2 (NEM Draft)**
Summer 2025	**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**

Leave a Comment

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

Find Out More

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