

Hollywood-Burbank Airport Part 150 Study

Technical Advisory Committee Meeting #5 – Summary Report

Thursday, February 26, 2026

I. Introduction

The Technical Advisory Committee (TAC) supports the Hollywood Burbank Airport Part 150 Noise Compatibility Planning Study (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	12 TAC Attendees <ul style="list-style-type: none"> • Justin Kim, Federal Aviation Administration • Maurice Light, Federal Aviation Administration • Mark Guan, Federal Aviation Administration • Nirupama Stalin, Caltrans Aeronautics Division • Clark Taylor, LA County Land Use Commission • Daniel Villa, City of Burbank Planning • Silvia Sulis, City of Burbank Planning • Alexa Vasquez, City of Los Angeles Planning • Josephine Dine, City of Los Angeles Planning • Zeke Wapner, City of Los Angeles Planning • Cory Robertson, JetBlue Airlines • Bill Scott, Southwest Airlines
Study Staff Attendees	10 Study Staff Attendees <ul style="list-style-type: none"> ○ Patrick Lammerding, Hollywood Burbank Airport Authority ○ Aaron Galinis, Hollywood Burbank Airport Authority ○ Maggie Martinez, Hollywood Burbank Airport Authority ○ Gene Reindel, HMMH ○ Mariano Sarrate, HMMH ○ Jason Suttard, HMMH ○ Kate Andrus, Mead & Hunt

	<ul style="list-style-type: none"> ○ Corbett Smith, Mead & Hunt ○ Stevie Espinoza, Arellano Associates ○ Jessica Javid, Arellano Associates
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III. Meeting Overview

The Hollywood Burbank Airport Authority held the fifth Part 150 Study Technical Advisory Committee (TAC) meeting on February 26, 2026, at the Hollywood Burbank Airport Sky Room, with a virtual participation option available via Zoom.

Gene Reindel, Principal at HMMH, opened the meeting with an overview of the Part 150 Study process and the purpose of the Noise Compatibility Program (NCP), which is intended to address incompatible land uses identified in the approved Noise Exposure Map (NEM). Corbett Smith of Mead & Hunt, provided a recap of operational measures previously discussed, including the potential Runway 08 offset approach, alternative Runway 15 departures, and helicopter operations. Jason Stoddard, HMMH, presented a draft conceptual Runway 08 offset approach in which aircraft would follow the nearby rail corridor with an approximate 12-degree offset before transitioning back to the standard flight path. Committee members discussed operational considerations and the FAA Air Traffic Organization (ATO) review process. Mariano Sarrate, HMMH, presented a SoundPLAN modeling exercise evaluating helicopter operations, which demonstrated that existing hangars provide shielding effects that reduce ground-level noise exposure in surrounding areas.

The committee discussed potential land use and program management measures intended to address incompatible land uses and reduce future conflicts. Potential measures include coordinating with local jurisdictions to amend building codes to require sound attenuation for new residential construction and substantial renovations within the 65 dB CNEL contour, as well as updating the Airport Land Use Compatibility Plan (ALUCP) and Airport Influence Area (AIA), which was last revised in 2004 and does not reflect the current NEM.

Kate Andrus mentioned that under 2030 forecast conditions, the land use compatibility analysis identified approximately 399 residential units as potentially incompatible. It was noted that 59 units have previously declined participation in sound insulation programs, which is documented under California airport noise regulations (Title 21). Additional program management measures include evaluating the airport’s noise comment and response program, maintaining and enhancing the noise monitoring system, and updating the NEM and NCP as needed.

The meeting concluded with a summary of key discussion points and confirmation that certain previously discussed measures, such as nighttime preferential runway use and reduced reverse thrust, are unlikely due to operational constraints. The next meeting, tentatively scheduled for spring 2026, will refine and finalize recommended Noise Compatibility Program (NCP) measures, incorporate stakeholder input, and prepare the program for FAA submission.

To view the full presentation, please see **Appendix A**.

Discussion Highlights

During the discussion, committee members sought clarification on key technical and policy elements of the Noise Compatibility Program (NCP). Questions focused on FAA Part 150 requirements, the evaluation of incompatible land uses within the 65 dB CNEL contour, and how proposed measures would be assessed and submitted for FAA review.

Members discussed the feasibility and safety of potential operational measures, including the Runway 8 offset approach and Runway 15 departure procedure, raising considerations related to airspace coordination, modeling assumptions, and potential noise tradeoffs. The committee also addressed land use strategies such as updating the Airport Land Use Compatibility Plan, strengthening building code sound attenuation requirements, and improving coordination between the airport and local jurisdictions.

Additional discussion covered continued sound insulation efforts, outreach strategies, and program management enhancements. Overall, the conversation centered on technical feasibility, regulatory clarity, and developing a balanced set of recommendations for the Draft NCP.

Key Themes

1. Federal Compliance and Part 150 Study Framework

Discussion Points:

- Participants discussed that all proposed measures must comply with Federal Aviation Administration Part 150 standards and approval criteria.
- It was reaffirmed that the 65 dB CNEL contour remains the federal threshold for identifying incompatible land uses and determining mitigation eligibility.
- Members emphasized the importance of coordinating early with the FAA Air Traffic Organization (ATO) regarding operational feasibility, including the Runway 08 offset approach and Runway 15 departure procedure, and clearly documenting the evaluation process, including measures that are recommended, deferred, or not recommended.

2. Airspace Constraints and Operational Feasibility

Discussion Points:

- Participants reviewed the Runway 08 Arrival Offset Approach and the Runway 15 Departure Procedure, raising questions about their safety, practicality, and potential noise tradeoffs.
- Concerns were raised regarding potential interference with existing air traffic patterns at Van Nuys Airport, the creation of new noise-affected areas, and limitations imposed by geographic and operational constraints.

- Members acknowledged that while modeling indicates potential benefits, additional analysis is needed to determine feasibility, and operational or infrastructure limitations may prevent implementation of certain procedures.

3. Ground Operations and Helicopter Activity Impacts

Discussion Points:

- Committee members reviewed SoundPlan modeling results to assess helicopter power-up noise north of the runway, considering housing counts and analysis methodologies.
- Analysis showed that existing hangar structures provide substantial shielding, reducing ground-level noise exposure in adjacent areas. Based on current findings, no additional mitigation measures are proposed for helicopter operations.
- Members also discussed whether proposed procedural changes reduce overall noise exposure or primarily shift impacts to other neighborhoods. Members emphasized the need for clear communication to stakeholders, distinguishing between FAA regulatory metrics and supplemental analytical tools.

4. Proactive Land Use Planning and Residential Compatibility

Discussion Points:

- Committee members requested clarification on eligibility for the sound insulation program, particularly for single- versus multi-family residences and properties previously treated but now within new noise contours.
- Discussion addressed the relationship between the Airport Land Use Compatibility Plan (ALUCP) and current city planning efforts, including potential updates and development restrictions in areas near Runway 33.
- Members discussed the importance of coordinating with local jurisdictions to prevent new incompatible development and strengthen long-term planning efforts in areas affected by current and future noise exposure.

5. Interagency Coordination and Long-Term Planning Alignment

Discussion Points:

- Participants emphasized the continuation of sound insulation outreach to eligible properties and exploration of potential improvements to monitoring and reporting systems.
- Committee members discussed strategies to balance noise mitigation measures with operational feasibility and infrastructure constraints.
- There was a general agreement to advance a practical, balanced Draft Noise Compatibility Program (NCP) package for future consideration and inclusion in city and airport planning efforts.

IV. Notification

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

Notification included the following methods:

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

V. Next Steps

The fifth Technical Advisory Committee (TAC) meeting is tentatively scheduled for spring 2026 and will focus on finalizing the recommended Noise Compatibility Program (NCP) measures and prepare the final NCP recommendations for public review.

VI. Appendix

Appendix A

- [Presentation](#)