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MEMORANDUM

To:	Patrick Lammerding Deputy Executive Director, Hollywood Burbank Airport
From:	Gene Reindel Task Force Facilitator
Date:	May 14, 2020
Subject:	Task Force Member Recommendations
Reference:	HMMH Project Number 310870

After seven meetings and over eight months, the Southern San Fernando Valley Airplane Noise Task Force successfully completed its objective to develop a set of recommendations to address community noise issues related to aircraft operations from Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY). At the end of the seventh meeting, which occurred over eight hours on May 6 and 7, 2020, the Task Force members ***approved a total of 16 recommendations*** to address the following six major community noise concerns:

1. Southern Shift of Flight Tracks (2 recommendations)
2. Low Altitude Departing Aircraft (2 recommendations)
3. Concentration of Flight Tracks (2 recommendations)
4. Unequal Distribution of Aircraft Noise (2 recommendations)
5. Nighttime Aircraft Noise (3 recommendations)
6. Insufficient Noise Mitigation (5 recommendations)

This memorandum, beginning on the next page, provides the 16 Task Force-approved high priority measures organized by community concern and the language of each recommendation as approved through the motions and voting procedures on May 7, 2020. These 16 approved recommendations were consolidated from the nearly 100 recommendations proposed by the individual members of the Task Force. The memorandum also provides the specific recommendations of the Task Force members within each community concern category along with their actual recommendation documents in the Appendix. The specific recommendations should be reviewed along with the approved recommendations for additional understanding of the consolidated recommendations approved May 7, 2020.

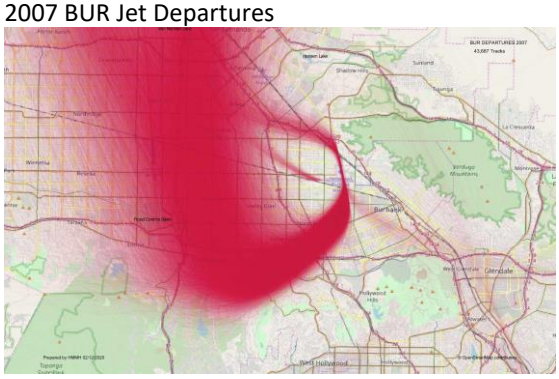
The Task Force rejected the Federal Aviation Administration request to prioritize the recommendations and voted unanimously to set the priority for all the approved recommendations to high.

Note: The recommendations provided in this memorandum have not been determined to be feasible. HMMH consulted as to potential issues with suggested alternatives through the course of the Task Force meetings. However, the entities responsible for implementation are to determine feasibility as part of their assessment and review processes.

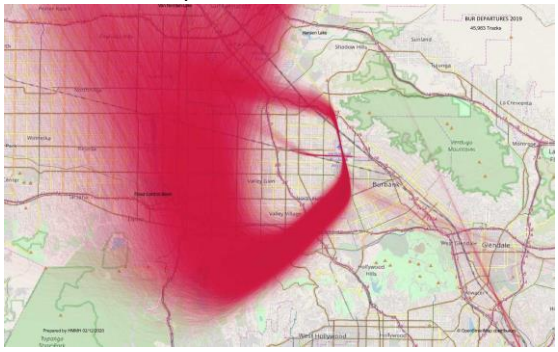
1. Community Concern: Southern Shift of Flight Tracks

The most discussed community concern conveyed to the Task Force during the six Task Force meetings was the shift of flight tracks to the south from aircraft departing both Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY). The figures and table below compare historical flight tracks to current 2019 flight tracks. Year 2007 was selected for the comparison year at BUR because there were more aircraft operations at both airports in 2007 than in 2019. However, data from VNY was not available for 2007, so 2010 was used as the comparison year for VNY operations. 2010 had a greater number of operations at VNY than 2019. As noticed by the communities and shown in the figures below, there has been a shift in departure flight tracks for both BUR and VNY aircraft departures. Also, as provided in the gate analysis results shown in the bottom figure and table, while the number of departures in the samples are essentially the same (see Gate 2 results in number of operations), the southernmost gate, Gate 4, shows four times the number of flight tracks implying four times more flights occurred to the southern edge of the flight tracks in 2019 than 2007.

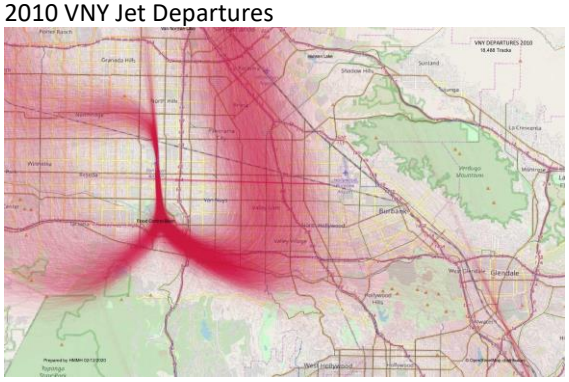
2007 BUR Jet Departures



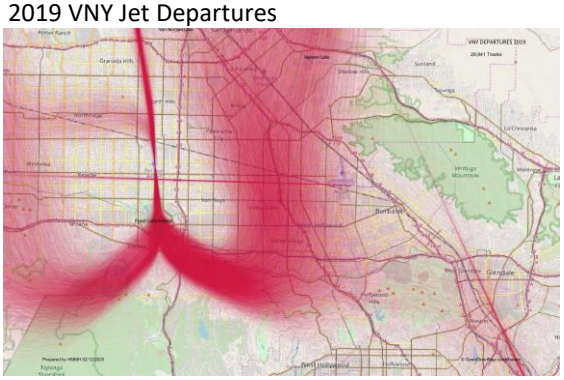
2019 BUR Jet Departures



2010 VNY Jet Departures



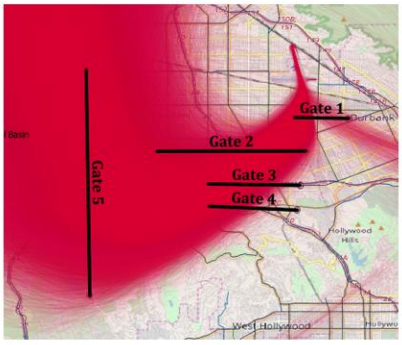
2019 VNY Jet Departures



Altitude Analysis: Hollywood Burbank Airport Runway 15 Jet Departures

Gate	2007 Total Tracks	2007 Avg. Altitude (Ft. MSL)	2010 Total Tracks	2010 Avg. Altitude (Ft. MSL)	2015 Total Tracks	2015 Avg. Altitude (Ft. MSL)	2019 Total Tracks	2019 Avg. Altitude (Ft. MSL)
1	28,937	1,773	19,629	1,782	24,467	1,884	40,544	1,868
2	41,176	2,752	28,822	2,887	29,718	2,758	42,413	2,618
3	25,766	3,364	16,806	3,492	22,428	3,384	39,492	3,298
4	5,302	3,659	3,469	3,680	7,572	3,748	20,514	3,704
5	28,390	6,093	17,908	6,413	20,739	6,247	35,706	6,202

- Gate Placement:
  - Gate 1: Jeffries Ave/Luther Burbank Middle School (east/west)
  - Gate 2: W. Magnolia Blvd (east/west)
  - Gate 3: Highway 101 (east/west)
  - Gate 4: Ventura Blvd (east/west)
  - Gate 5: Van Nuys Blvd to Stone Canyon Reservoir (north/south)



The following recommendations are provided to address community concerns related to the southern shift in flight tracks.

Recommendation 1:
Immediately restore the Hollywood Burbank Airport (BUR) Runway 15 departure flight tracks to 2007 conditions without implementing a new procedure.

Responsible Entity: Federal Aviation Administration

Passed by unanimous vote of 7-0 (City of Pasadena representative not present during the vote)

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
Yes	Yes	Yes		Yes	Yes	Yes	Yes

Associated Task Force Member Recommendations:

1. Provide additional training, reviews and support for ATC. Below is a series of recommendations provided by an ATC consultant during a Task Force meeting. (Ms. Emily Gabel-Luddy, Ms. Sharon Springer and Mr. Terry Tornek)

- Conduct System Service Review (SSR) on resource management at both Southern California TRACON (SCT) and BUR Sector;
- Review how to manage workload at positions to maintain efficiency;
- Conduct Traffic Management Reviews (TMR) in the San Fernando Valley area to provide detailed analysis of impact of Traffic Management Initiatives (TMI);
- Provide refresher training on applying and administering TMIs for SCT and BUR Sector controllers;
- Conduct Operational Skills Assessments (OSAs) on how traffic restrictions are applied and communicated in the SCT and BUR Sector areas;
- Provide additional training on minimum requirements of radar separation;
- Focus on vectoring, radar separation minima, and aircraft characteristics;
- Conduct post-training OSAs on radar separation;
- Instruct tower supervisors to not combine sectors at peak traffic periods;
- Monitor Valley Sector for SOP compliance;
- Conduct training on using northerly airspace between BUR and VNY to gain altitude;
- Conduct System Service Review (SSR) on SOP compliance and resource management;
- Provide refresher training to Tower controllers on proper handoff procedures and impacts of non-compliance;
- Conduct post-training SSR on handoff procedures;

2. Stop combining ATC sectors, and ATC handoff of departures to SCT should occur within 1/2 mile of the Runway as per FAA guidelines. (Mr. Paul Krekorian)

3. Draft letter of agreement between SCT and BUR ATC that assigns responsibility to BUR ATC to apply visual separation on Runway 15 departures versus Runway 8 arrivals, enabling earlier turns with faster climbs. (Mr. Paul Krekorian)

4. Since both the southern shift and undue southern concentration of departures appear to be due in part to ATC workforce and related issues, FAA should initiate a system service review and workforce analysis to ensure adequate staffing levels to ensure safety and maximum efficiency. (Mr. Paul Krekorian)

5. In the near-term, improve the hand-off between Air Traffic Control Tower (ATCT) and SCT with additional FAA regulated training. (Mr. Paul Koretz)

6. In the long-term, aircraft using conventional procedures on Runway 15 should be vectored to the north by ATC before the 101 Freeway when there are no airspace conflicts with doing so. (Mr. Paul Koretz)

7. In the near-term, improve the hand-off between Air Traffic Control Tower (ATCT) and SCT with additional FAA regulated training. (Mr. Paul Koretz)

Recommendation 2:
Immediately stop the use of the procedure with the PPPRY Waypoint and design and implement a modified RNAV (Required Navigation) procedure for Van Nuys Airport (VNY) Runway 16R that results in earlier turns of departing flights and allow a greater percentage of the departing flight tracks to be over the uninhabited Sepulveda Basin as is the case when using the 2.2 DME departure procedure at VNY.

Responsible Entity: Federal Aviation Administration

Passed by majority vote of 7-1

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
Yes	Yes	Yes	Yes	No	Yes	Yes	Yes

Associated Task Force Member Recommendations:

1. Change RNAVs/procedures to encourage earlier turns of departing flights and allow a greater percentage of the departing flight tracks to be over the uninhabited Sepulveda Basin (e.g., FAA should discontinue use of PPRRY at VNY and expedite turns by returning to 2.2 DME) (Mr. Paul Krekorian)

2. In the near-term for aircraft using conventional procedures on Runway 16, they should be vectored to the North by ATC before the 101 Freeway when there are no airspace conflicts in doing so. (Mr. Paul Koretz)

3. In the long-term for aircraft using conventional procedures on Runway 16, they should be vectored to the north by ATC before the 101 Freeway when there are no airspace conflicts in doing so. (Mr. Paul Koretz)

45. In the near-term for departures using Runway 16R, replace PPRRY in all RNAV procedures by returning to 2.2 DME. (Mr. Paul Koretz)

5. Eliminate the PPRRY waypoint and publish an open waypoint placed south of the airport runway near Victory Boulevard and the top of the Sepulveda Basin. An open waypoint will help with dispersion so no one community bears the brunt of aircraft flight tracks. (Mr. David Ryu)

6. In the near-term, improve the hand-off between ATCT and SCT with additional FAA regulated training. (Mr. Paul Koretz)

2. Community Concern: Low Altitude of Departing Aircraft

Across the United States, airports have implemented noise abatement departure profile (NADP) procedures. There are two types of NADPs, the first is used to alleviate noise in noise sensitive areas close to the airport and the second is to alleviate noise in an area further away. As an aircraft departs, its altitude has an effect on the associated ground noise level. For an aircraft to gain altitude quicker its thrust must increase. Increasing an aircraft's thrust in turn will increase the noise level. Many community members stated aircraft are lower in altitude now than in the past. However, lower altitude aircraft may be less noisy than an aircraft flying a NADP procedure.

HMMH conducted an altitude gate analysis for Runway 15 departures from BUR. The figure below shows the location of each gate, the number of aircraft passing through each gate and the average altitude. As shown below the analyses at all gates indicate a lower average an average lower altitude in 2019 as compared to 2015.

Altitude Analysis: Hollywood Burbank Airport Runway 15 Jet Departures

	2007		2010		2015		2019	
Gate	Total Tracks	Avg. Altitude (Ft. MSL)	Total Tracks	Avg. Altitude (Ft. MSL)	Total Tracks	Avg. Altitude (Ft. MSL)	Total Tracks	Avg. Altitude (Ft. MSL)
1	28,937	1,773	19,629	1,782	24,467	1,884	40,544	1,868
2	41,176	2,752	28,822	2,887	29,718	2,758	42,413	2,618
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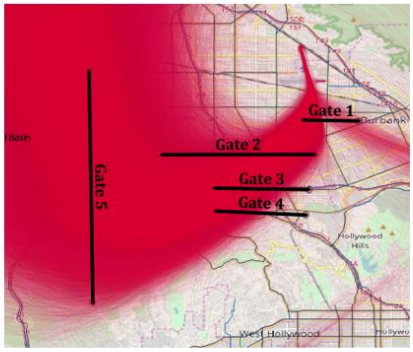


- Gate Placement:
  - Gate 1: Jeffries Ave/Luther Burbank Middle School (east/west)
  - Gate 2: W. Magnolia Blvd (east/west)
  - Gate 3: Highway 101 (east/west)
  - Gate 4: Ventura Blvd (east/west)
  - Gate 5: Van Nuys Blvd to Stone Canyon Reservoir (north/south)

The following recommendations are provided to address community noise concerns related to the low altitude of departing aircraft.

Recommendation 3:
Immediately increase the climb gradient for departure procedures at Hollywood Burbank Airport (BUR) and Van Nuys Airport VNY) to the maximum gradient allowable without waivers, expedite any waivers required to exceed a 500 foot per nautical mile climb gradient, and increase the climb gradient to above 500 feet per nautical mile.

Responsible Entity: Federal Aviation Administration

Passed by unanimous vote of 8-0

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Associated Task Force Member Recommendations:

1. Mandate procedures that require airlines to use higher climb rates. (Mr. Terry Tornek)

2. Incorporate steeper minimum takeoff climb gradients at both to a minimum of 600 ft per nautical mile, or the closest rate to this that falls within safety guidelines, to help mitigate ground-level noise and concentrated jet exhaust particulate and request the FAA, LAWA, VNY, and BUR to work with and encourage pilots and air carriers to use the steepest departure profiles their aircraft can safely undertake. (Mr. David Ryu)

3. Increase the climb gradient on all departures at both, or on as many procedures and as many aircraft types as possible, and grant waiver for gradients above 500 feet per nautical mile. (Mr. Paul Krekorian)

4. In the near-term and long-term, increase the minimum climb gradients for all procedures; and/or encourage pilots/airlines to use steeper departure profiles at both. (Mr. Paul Koretz)

5. Because a more rapid rate of ascent would likely reduce noise impacts in all communities, adopt rules, procedures and/or ATC instructions that encourage pilots to increase altitude as rapidly as is safe when departing, including establishing altitude gates. (Mr. Paul Krekorian

6. The February 2017 letter of agreement between SCT and BUR ATC assigns all departures 4,000' MSL. If that agreement has the impact of preventing increase in climb, it should be changed. (Mr. Paul Krekorian)

Recommendation 4:
Conduct a study to determine how to obtain the lowest noise levels from aircraft departures from Hollywood Burbank Airport (BUR) Runway 15 and Van Nuys Airport (VNY) Runway 16R in the South San Fernando Valley communities through increased climb gradients, noise abatement departures profile (NADP) procedures, de-rated takeoff procedures, or a combination of the three alternatives.

Responsible Entities: Federal Aviation Administration, Burbank-Glendale-Pasadena Airport Authority and Los Angeles World Airports

Passed by unanimous vote of 8-0

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Associated Task Force Member Recommendations:

1. Study the ability to encourage or require aircraft to ascend more rapidly through the use of voluntary noise abatement procedures and/or increasing the minimum climb over distance contained in the standard instrument departure procedures. (Ms. Emily Gabel-Luddy and Ms. Sharon Springer)

2. Conduct a technical analysis to establish new altitude rules for when aircraft arrive or depart over higher altitude topography with the goal of ensuring that planes ascend higher if they must fly over higher altitude areas. For example, if a plane's departure route over sea level would normally have it as 4,000 feet one mile from the airport, then the departure route over terrain of a 1,000 feet of elevation, would require that the aircraft ascend to 5,000 feet at the same distance. (Mr. David Ryu)

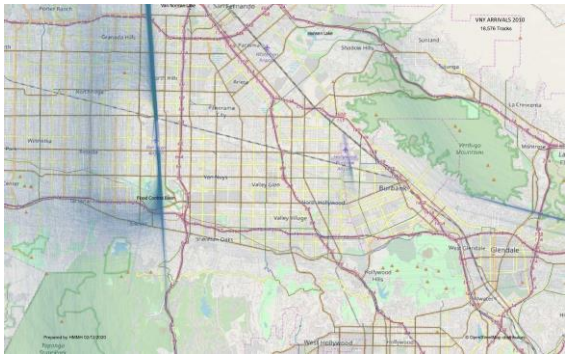
3. Community Concern: Concentration of Flight Tracks

As evidenced throughout the areas in the United States where the FAA has implemented NextGen aircraft procedures, such as the Southern California Metroplex, aircraft flight paths have become narrow and concentrated. The concentration of aircraft flight tracks results in exposing a narrow band of land to a large number of aircraft operations and associated noise to bear the full burden as opposed to dispersing the flight tracks over a wider area of land. The flight track density plots below show the concentration of arrival tracks in 2019 at Hollywood Burbank Airport (BUR) as compared to 2007, specifically to the south of BUR.

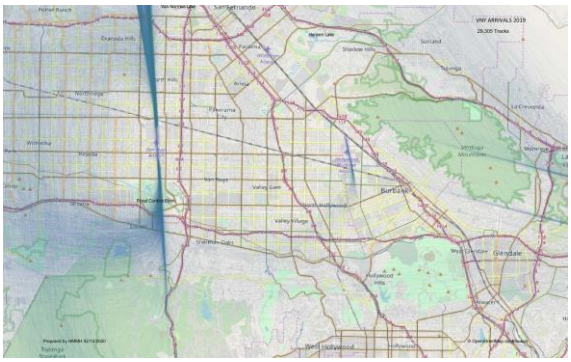
2007 BUR Jet Arrivals

2019 BUR Jet Arrivals

2010 VNY Jet Arrivals



2019 VNY Jet Arrivals



The following recommendations are provided to address community noise concerns related to the concentration of flight tracks.

Recommendation 5: The Task Force opposes the FAA's proposed changes to the SLAAP and OROSZ departure procedures and requests the FAA design and implement a procedure for maximum dispersion of departures from Runway 15 and Hollywood Burbank Airport (BUR).

Responsible Entity: Federal Aviation Administration

Passed by unanimous vote of 8-0

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Associated Task Force Member Recommendations:

1. Regardless of the determination made by the Environmental Assessment (EA) to be conducted on the proposed amendments to incorporate the JAYTE and TEGAN waypoints into the SLAPP and OROSZ standard

instrument departure procedures, the Task Force recommends not amending the procedures to implement the use of waypoints. (Ms. Emily Gabel-Luddy, Ms. Sharon Springer and Mr. Terry Tornek)

2. Proposed procedures SLAPP TWO and OROSZ THREE should be rejected as written and reconsidered to ensure maximize noise reduction and safety for all communities and FAA-recognized noise-sensitive areas of the San Fernando Valley, without regard to any previous litigation settlement agreements, and they must not impose significant new impacts on new communities compared to pre-2017 conditions. (Mr. Paul Krekorian)

3. If the proposed procedures SLAPP TWO and OROSZ THREE must be used at all, all waypoints should be considered "fly-by" and NOT "fly-over" in order to reduce exact uniformity and encourage delay in pilots' use of autopilot on departures. (Mr. Paul Krekorian)

4. Discontinue use of JAYTE and TEAGN waypoints in all departure and arrival procedures. (Mr. Paul Krekorian)

5. If JAYTE and TEAGN must be used at all, they should be placed at locations that will maximize noise reduction and safety for all communities and FAA-recognized noise-sensitive areas of the San Fernando Valley, without regard to any previous litigation settlement agreements, and they must not impose significant new impacts on new communities compared to pre-2017 conditions. (Mr. Paul Krekorian)

6. In the near-term, change the initial departure headings for OROSZ, SLAPP, and the conventional procedures so that they better disperse the early part of the flight tracks. (Mr. Paul Koretz)

Recommendation 6: Replace current NextGen aircraft procedures at Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY) with procedures that provide better dispersion of flight tracks, such as "open" departures and diverse vector area (DVA) procedures.

Responsible Entity: Federal Aviation Administration

Passed by majority vote of 5-3

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
No	No	Yes	Yes	No	Yes	Yes	Yes

Associated Task Force Member Recommendations:

1. Develop multiple waypoints and headings, whether RNAV or conventional, to create flight track dispersion for each departure direction from both. If this is not possible, request the FAA to design and implement the closest approximation to this goal to disperse flight tracks. (Mr. David Ryu)

2. Redesign RNAV arrival and departure procedures so that they mimic pre-Metroplex conventional dispersed procedures. During the technical review to complete this, suspend RNAV procedures and fly pre-Metroplex conventional procedures. (Mr. David Ryu)

3. Implement "open" procedures where possible and avoid "closed" procedures wherever technically feasible to limit the creation of narrow flight paths. (Mr. David Ryu)

4. Increase utilization of alternative departure headings on Runway 15 to achieve greater dispersal. (Mr. Paul Krekorian)

5. Utilize open Standard Instrument Departure (SID) procedures, at lower minimum vector altitude. (Mr. Paul Krekorian)

6. Utilize Diverse Vector Area (DVA) (see, e.g., FAA Order 7110.65). (Mr. Paul Krekorian)

7. FAA should integrate a small range of automated randomization into Air Traffic Control (ATC) software guiding the turn instructions for departures in order to produce more dispersal. (Mr. Paul Krekorian)

4. Community Concern: Unequal Distribution of Aircraft Noise

In Southern California it is typical for airports to operate predominantly in a single operation configuration that accommodate winds and the shoreline of the Pacific Ocean. For example, San Diego and Los Angeles International Airports predominantly operate in west flow condition since most aircraft are arriving from the east, winds have a predominant westerly component and the shoreline provides a place for aircraft to depart over non-populated areas. Since the Hollywood Burbank and Van Nuys Airports are not aligned predominantly east-west, likely due to prevailing wind direction in the area, and offer a north-south operating configuration, winds may provide an opportunity for the airports to depart to the north at greater numbers than currently operate, and possibly allow arrivals to arrive other runways more regularly. This would result in a more equaled distribution of aircraft noise to the communities that surround the airports on all sides.

The following recommendations are provided to address community noise concerns related to the unequal distribution of aircraft noise.

Recommendation 7:
Provide for Instrument Flight Rules (IFR) procedures for aircraft to arrive all runways at Hollywood Burbank Airport (BUR).

Responsible Entities: Federal Aviation Administration and Burbank-Glendale-Pasadena Airport Authority

Passed by unanimous vote of 8-0

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Associated Task Force Member Recommendations:

1. Request that the FAA publish instrument approaches for Runways 15, 33, and 26. (Mr. David Ryu)

Recommendation 8:
Create "open" Standard Instrument Departure (SID) Procedures at Hollywood Burbank Airport (BUR) for Runway 8, Runway 26 and Runway 33 mimicking the ELMOO NINE conventional procedure.

Responsible Entity: Federal Aviation Administration

Passed by majority vote of 7-1

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
Yes	Yes	No	Yes	Yes	Yes	Yes	Yes

Associated Task Force Member Recommendations:

1. Increase utilization of the existing ELMOO NINE departure procedure from Runway 15 by, among other things: (a) establishing ELMOO NINE as an RNAV procedure to conform its utilization with NextGen implementation; and (b) creating an enforceable requirement to encourage FAA to increase use of ELMOO NINE, such as constraining all other departure procedures to reduce their volume to their pre-2009 levels. (Mr. Paul Krekorian)

2. In the long-term for RNAV departures with destinations to the east and northeast when Runway 15 is used, it is recommended that a new RNAV procedure be established similar to ELMOO NINE conventional procedure that sends aircraft east through the San Gabriel Valley. If an eastern departure routing is not feasible, the SLAPP concept proposed by Advocates for Viable Airport Solutions to the west and then north is proposed instead. (Mr. Paul Koretz)

3. Support recommendations that will provide relief from airplane noise for all residents of the San Fernando Valley. This includes upgrading technology so that flights leaving BUR can utilize the ELMOO NINE route. (Ms. Nury Martinez)

5. Community Concern: Nighttime Aircraft Noise

Noise levels from nighttime aircraft operations are more intrusive with the community noise levels diminishing during the night from lower volume of activities and with indoor activities diminishing to allow for people to sleep. With this in mind, the Environmental Protection Agency (EPA) and the Federal Aviation Administration (FAA) have recommended and required, respectively, the use of the Day-Night Average Sound Level (DNL or LDN) to assess community noise exposure as the DNL metric applies a 10-decibel (dB) weighting to all noise levels that occur between the hours of 10 pm and 7 am. The 10-dB weighting results in the noise levels at night being calculated at 10 decibels higher than actual. An increase of 10 decibels is often perceived as being twice as loud.

The following recommendations are provided to address community noise concerns related to nighttime aircraft noise.

Recommendation 9: Restrict aircraft from operating during the night at both Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY) and penalize and identify publicly aircraft operators that violate the mandatory curfew.

Responsible Entities: Federal Legislative Representatives

Passed by unanimous vote of 8-0

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Associated Task Force Member Recommendations:

1. Support Congressional legislation imposing a mandatory nighttime curfew at each airport similar to the Authority's Part 161 curfew request submitted on February 2, 2009 and denied by the FAA. (Ms. Emily Gabel-Luddy and Ms. Sharon Springer)

2. In effort to decrease the total volume of late-night flights (which cause particularly egregious disruption), the FAA should authorize a mandatory curfew at both between the hours of 10 pm and 7 am. This curfew should apply to all non-emergency operations and it should be enforced with fines for violators. (Mr. Brad Sherman)

3. Adopt new legislation prohibiting operations between 10 pm and 7 am. (Mr. Terry Tornek)

4. Noise guidelines should be implemented on both commercial and general aviation operators (using John Wayne Airport penalties as a model). (Mr. Paul Krekorian)

5. The FAA should look at the impact and feasibility of curfews for all airports in the San Fernando Valley. (Ms. Nury Martinez)

6. A new Part 161 study should be initiated to provide for a mandatory curfew, with the full understanding that the position taken by surrounding communities regarding a replacement terminal may well depend on whether a mandatory curfew and other effective noise impact reduction strategies are in place. (Mr. Paul Krekorian)

7. Request Los Angeles World Airports (LAWA) implement a nighttime curfew for departures and arrivals of all aircraft to help mitigate community noise disturbances between 10 pm and 7 am on weekdays and 10 pm to 9 am on weekends and to be enforced in part by publishing the names of the aircraft management companies responsible and contact information for complaints to be directed to as well as the tail numbers and any other publicly available information related to the offending flight, pilots, and company or individual who owns or rents the aircraft. (Mr. David Ryu)

Recommendation 10:
Restrict the hours of the Customs and Border Protection Office at Van Nuys Airport (VNY).

Responsible Entities: Department of Homeland Security (DHS) and Los Angeles World Airport (LAWA)

Passed by unanimous vote of 8-0

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Associated Task Force Member Recommendations:

1. Request LAWA to work with Department of Homeland Security (DHS) to restrict the hours at the Customs and Border Protection Office to close by 10 pm on all days in line with the proposed curfew hours. (Mr. David Ryu)

Recommendation 11:
Increase enforcement of the existing voluntary curfew at Hollywood Burbank Airport (BUR).

Responsible Entities: The Burbank-Glendale-Pasadena Airport Authority

Passed by unanimous vote of 8-0

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Associated Task Force Member Recommendations:

1. FAA must work with BUR to ensure that the existing voluntary curfew is vigorously enforced (using John Wayne Airport penalties as a model). (Mr. Paul Krekorian)

2. FAA and BUR must enforce compliance with operating procedures during curfew hours. (Mr. Paul Krekorian)

6. Community Concern: Insufficient Noise Mitigation

Through Part 150 Airport Noise and Land Use Compatibility Planning projects, airports use federal funds via the Federal Aviation Administration (FAA) to provide noise mitigation to noise-sensitive properties within the 65 decibels (dB) Day-Night Average Sound Level (DNL) or Community Noise Equivalent Level (CNEL) in California. Noise mitigation as allowed under Title 14 of the Code of Federal Regulations Part 150 (Part 150) and the Airport Improvement Program (AIP) Handbook (FAA Order 5100.38) includes: land acquisition and sound insulation.

The following recommendations are provided to address community noise concerns related to insufficient noise mitigation.

Recommendation 12:
Increase the eligibility area for noise mitigation programs in communities near airports, which requires federal funding to implement.

Responsible Entity: Federal Legislation Representatives

Passed by unanimous vote of 8-0

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Associated Task Force Member Recommendations:

1. Support changes to FAA regulations or Congressional legislative changes to broaden the applicability of noise attenuation programs and funding to serve the greatest number of residents. This would encompass expanding the current federal criteria for use of such funds. For example, changing the definition of noise impacted areas to include levels less than the 65 DNL. (Ms. Emily Gabel-Luddy and Ms. Sharon Springer)

Recommendation 13:
Require the use of the Environmental Analysis (EA) as the minimum standard to meet the requirements of the National Environmental Policy Act (NEPA) for implementing any FAA proposed change to aircraft flight procedures.

Responsible Entities: Federal Legislation Representatives *and the Federal Aviation Administration*

Passed by unanimous vote of 8-0

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Associated Task Force Member Recommendations:

1. Conduct a full EA and robust community outreach prior to any future flight path changes, procedure changes, or flight volume changes. (Mr. David Ryu)

2. Any changes to routes must include an environmental review and analysis that includes a thorough study of noise and air quality. This review must take into consideration existing environmental justice issues and utilize measures of environmental hazards, such as CalEnviroscreen. (Ms. Nury Martinez)

Recommendation 14:
Maintain and update when and if necessary the Noise Exposure Map (NEM) and Noise Compatibility Program (NCP) at Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY) in order to continue to provide noise mitigation to all potentially eligible property owners and continue to monitor the aircraft operations and associated noise levels throughout the San Fernando Valley communities. The NCPs will specifically consider preferential runway use programs in a coordinated approach at both airports to determine whether more northerly flow provides noise benefits. The NCP at BUR will also analyze Runway 33 arrivals to limit the use of the flight path some operators use to arrive over the Santa Monica Mountains.

Responsible Entities: The Burbank-Glendale-Pasadena Airport Authority and Los Angeles World Airports

Passed by unanimous vote of 8-0

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Associated Task Force Member Recommendations:

1. Conduct studies compliant with 14 CFR Part 150 in order to establish updated Noise Exposure Maps and Noise Compatibility Programs. The updates may include new or revised noise abatement programs for aircraft operators. The studies should evaluate the applicability of noise abatement departure procedures, preferential runway use and other best practices for aircraft operators. (Ms. Emily Gabel-Luddy, Ms. Sharon Springer and Mr. Terry Tornek)

2. Revamp its sound insulation program by conduction a new Part 150, Airport Noise Compatibility Planning Study, which will result in an updated Noise Exposure Map. (Mr. Tony Cardenas)

3. Allow more northerly departures during “calm” wind conditions. (Mr. Terry Tornek)

4. Conduct a technical study to eliminate the substantial overlap of departing flight tracks over the San Fernando Valley. In particular, flights departing VNY south and turning east and flights departing BUR south and turning west, creating a substantially overlapping flight tracks vortex with impacted communities suffering from airport departures from two airports. (Mr. David Ryu)

5. In effort to decrease the concentration of flights over any one community, consider the following: the feasibility of eastbound take-offs from BUR, this should include consideration of adjusting flight paths at other airports (Los Angeles International Airport (LAX), BUR, etc.); the feasibility of northbound take-offs from both when there is little to no wind. (Mr. Brad Sherman)

6. Adopt all actions necessary to reduce the number of Runway 15 departures, including runway and directional rotation. (Mr. Paul Krekorian)

7. Allow eastbound departures using Runway 8 and adopt an enforceable process to ensure a meaningful reduction in Runway 15 departures. (Mr. Paul Krekorian)

8. Any policies, procedures or practices relating to safety considerations for departures regarding proximity to the Verdugo Mountains should equitably be applied regarding proximity to the Santa Monica Mountains. (Mr. Paul Krekorian)

9. Discontinue arrivals using Runway 33 except when required due to significant wind conditions. (Mr. Paul Krekorian)

10. In the near-term, increase departures heading directly north by designating Runway 33 the preferred operating scheme on days of clam wind (less than 5 knots) and when prevailing winds are from the West, Northwest, North, and Northeast. (Mr. Paul Koretz)

11. In the long-term, increase departures heading directly north by designating Runway 33 the preferred operating scheme on days when the prevailing winds are from the West, Northwest, North and Northeast and on days when winds are less than 5 knots from the south. This northern derapture route would follow the I-5 Freeway. Cross Runway 8 should be used for all arrivals on those days. (Mr. Paul Koretz)

12. Conduct a technical analysis to establish fair share arrival and departure flight paths with the goal of flights departing North, South, East, and West roughly 25% in each direction and arriving North, South, East, and West roughly 24% in each direction. If the FAA determines this is not technically feasible, the FAA is requested to design arrival/departure procedures that as closely create fair share arrivals and departures as possible. (Mr. David Ryu)

13. Conduct a technical analysis to establish fair share arrival and departure flight paths with the goal of flights departing South and turning West, South and turning East, North and turning West, and North and turning East roughly 25% in each direction and arriving North and South roughly split 50% annually. If the FAA determines this is not technically feasible, the FAA is requested to design arrival/departure procedures that as closely create fair share arrivals and departures as possible. (Mr. David Ryu)

14. In the near-term, increase departures heading directly north by designating Runways 34L and 34R the preferred operating scheme on days when the prevailing winds are from the North, Northwest, West, and Northeast and on days when the winds are stagnant or less than 5 knots from the south. All arrivals should be from the west using Runway 16 on those days. (Mr. Paul Koretz)

15. In the long-term, increase departures heading directly north by designating Runway 34 the preferred operating scheme on days when the prevailing winds are from the North, Northwest, West, and Northeast and on days when the winds are stagnant or less than 5 knots from the south. All arrivals should be from the west using Runway 16 on those days. (Mr. Paul Koretz)

16. Evaluate and provide new noise mitigation measures for apartments, homes, and businesses based on average decibel level, including consideration of topographical features such as noise reverberations from canyon walls, and not merely proximity to the airports. (Mr. David Ryu)

17. Commit to all mitigation measures to relieve the impacted communities, including but not limited to soundproofing. (Mr. Paul Krekorian)

18. Conduct a formal noise study of actual (not modeled) noise patterns and impacts surrounding both, and commit to regular renewals, and should install and maintain noise monitoring equipment in the City of Los Angeles. (Mr. Paul Krekorian)

Recommendation 15:
Create a Citizen's Advisory Committee at Hollywood Burbank Airport (BUR) to address community concerns throughout the San Fernando Valley.

Responsible Entity: The Burbank-Glendale-Pasadena Airport Authority

Passed by majority vote of 5 in favor and 3 abstentions

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
Abstain	Abstain	Abstain	Yes	Yes	Yes	Yes	Yes

Associated Task Force Member Recommendations:

1. A Citizens' Advisory Board should be created, including representatives from the impacted communities of Los Angeles. (Mr. Paul Krekorian)

2. Monitor potential changes to regulations pertaining to noise, particularly those which may result from the Airport Cooperative Research Program's (ACRP) study Research Methods for Understanding Aircraft Noise Annoyances and Sleep Disturbance conducted by the National Academies of Sciences, Engineering, and Medicine in 2014. (Ms. Emily Gabel-Luddy, Ms. Sharon Springer and Mr. Terry Tornek)

Recommendation 16:
Require the Federal Aviation Administration (FAA) to immediately respond to community and Airport requests and provide post implementation results from NextGen aircraft procedures including the implementation of the Southern California Metroplex and future implementations and all supporting documents, the Noise Screen that was provided to Benedict Hills in about January 2018, and all documents requested under the Freedom of Information Act (FOIA).

Responsible Entities: The Federal Aviation Administration and Federal Legislative Representatives

Passed by unanimous vote of 8-0

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Associated Task Force Member Recommendations:

1. FAA must provide the Task Force with its post implementation study and all supporting documents, the Noise Screen that was provided to Benedict Hills in about January 2018, all documents requested previously by Task Force members, and all documents requested by the City of Los Angeles under the Freedom of Information Act. (Mr. Paul Krekorian)

Appendix – Copies of the Recommendations Submitted by Task Force Members

SOUTHERN SAN FRENANDO VALLEY AIRPLANE NOISE TASK FORCE

RECOMMENDATIONS OF TERRY TORNEK – PASADENA MAYOR 3.2.20

Recommendations for the Federal Aviation Administration

PROBLEM: Reduce Southerly "Drift" in flight paths

Recommendation #1- Provide additional training, reviews, and support for Air Traffic Control

This is a series of recommendations provided by an Air Traffic Control consultant during the Task Force. They are being grouped into this recommendation as they are all applicable to the Air Traffic Organization within the FAA:

- Conduct System Service Review (SSR) on resource management at both SCT and BUR Sector
- Review how to manage workload at positions to maintain efficiency
- Conduct Traffic Management Reviews in the San Fernando Valley area to provide detailed analysis of impact of Traffic Management Initiatives
- Provide refresher training on applying and administering TMIs for SCT and BUR Sector controllers
- Conduct Operational Skills Assessments (OSAs) on how traffic restrictions are applied and communicated in the SCT and BUR Sector areas
- Provide additional training on minimum requirements of radar separation
- Focus on vectoring, radar separation minima, aircraft characteristics
- Conduct post-training Operational Skills Assessments (OSAs) on radar separation
- Instruct Tower Supervisors to not combine sectors at peak traffic periods
- Monitor Valley Sector for SOP compliance
- Conduct training on using northerly airspace between BUR and VNY to gain altitude
- Conduct System Service Review (SSR) on SOP compliance and resource management
- Provide refresher training to Tower controllers on proper handoff procedures and impacts of non-compliance
- Conduct post-training System Service Review (SSR) on handoff procedures

The intent of this recommendation is to request that the FAA assess the processes and procedures used by Air Traffic Control to determine if changes to the way aircraft are handled has changed over time, leading to the southerly drift in flight paths from BUR, and to make changes or improvements that could return the flight paths to their original areas.

Recommendation #2 – Allow more Northerly departures during "calm" wind conditions

Recommendation #3 – Mandate procedures that require airlines to use higher climb rates

PROBLEM: Avoid overconcentration of flight paths

Recommendation #4- Do not implement the proposed amendments to the SLAPP and OROSZ departure procedures.

Regardless of the determination made by the Environmental Assessment to be conducted on the proposed amendments to incorporate the JAYTE and TEAGN waypoints into the SLAPP and OROSZ standard instrument departure procedures from BUR, do not amend the procedures to implement the use of the waypoints.

The purpose of this recommendation is to prevent changes to procedures that would cause concentration of flight paths. The current flight paths associated with these two departure procedures are widely dispersed south of the airport due to the method of aircraft navigation and separation and should remain so until the FAA has a method of implementing lateral track variations or dispersal headings as part of any proposed procedural amendment.

Recommendations for Van Nuys Airport and Hollywood Burbank Airport

PROBLEM: Reduce aircraft noise impacts in residential areas

Recommendation #5 - Conduct new Part 150 studies at both VNY and BUR

Both airports should conduct studies compliant with 14 CFR Part 150 in order to establish updated Noise Exposure Maps and Noise Compatibility Programs. The updates may include new or revised noise abatement programs for aircraft operators. The studies should evaluate the applicability of noise abatement departure procedures, preferential runway use, and other best practices for aircraft operators.

The intent of this recommendation is to ensure that the airports are operating with the most up-to-date information for residential sound insulation, compatible land use, and noise abatement procedures for aircraft operators. A review of a preferential runway use system would also evaluate the feasibility and effects of increased variation in runway use.

Recommendation #6 - Monitor changes to regulations pertaining to noise

The airports should monitor potential changes to regulations pertaining to noise, particularly those which may result from the Airport Cooperative Research Program's study *Research Methods for Understanding Aircraft Noise Annoyances and Sleep Disturbance* conducted by the National Academies of Sciences, Engineering, and Medicine in 2014.

The intent of this recommendation is to direct the airports to remain aware of changes to regulations which may affect noise compatibility programs. An example of this would be changing the definition of noise impacted areas to beyond the 65 DNL noise contour.

LEGISLATIVE Recommendation

PROBLEM: Eliminate after hours flight operations

Recommendation #7: Adopt new legislation prohibiting operations between 10PM and 7AM

Answers to “Questions for the Task Force”

1. NO. Dispersion is better.
2. NO
3. YES
4. NO. New regulations are required.
5. More equitable distribution.

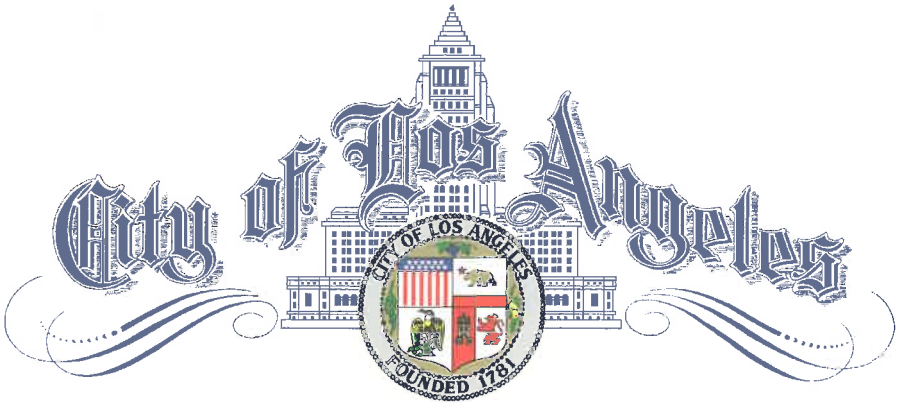
Committees:

Chair
Personnel & Animal Welfare

Vice Chair
Energy, Climate Change & Environmental Justice
Ad Hoc Committee on Police Reform

Member
Budget and Finance
Transportation

Website: http://cd5.lacity.org
Email: Paul.Koretz@lacity.org



PAUL KORETZ
Councilmember, Fifth District

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March 6th, 2020

Federal Aviation Administration
Mr. Eugene Reindel, HMMH Vice President,
and Task Force Facilitator
Mr. Justin W. Cook, Principal Consultant

Re: Southern San Fernando Valley Airplane Noise Task Force

Dear FAA, Mr. Reindel, and Mr. Cook:

First, I would like to thank the FAA, HMMH, Hollywood Burbank Airport, Van Nuys Airport, and my fellow Task Force Members for coming together as a group with the common goal of addressing the airplane noise, environmental impacts, health concerns, and safety risks that have plagued our community for far too long. Second, I would like to thank the community for joining together to put forward some very impressive solution-oriented proposals. I understand that this is a very complex problem, but working together, we can create solutions that benefit everyone impacted by Southern California air traffic. Any interim measures that can be implemented to benefit the communities which are impacted should be enacted immediately. Below are proposals that I would like the Federal Aviation Administration to evaluate and report back on within 60 days.

Van Nuys Airport
Proposed Near-Term Solutions

1. **Problem:** Regardless of the direction of the flight paths, planes flying at low altitudes create noise pollution, negative environmental impacts, and health concerns.
    a. **Recommendation**: Increase the minimum climb gradients for all procedures; and/or encourage pilots/airlines to use steeper departure profiles.

2. **Problem:** Before the RNAV procedures were implemented at VNY, Conventional procedures were used with 2.2 DME and it allowed turns to occur over the Sepulveda basin which is not residential land. There were minimal complaints about this procedure.

a. **Recommendation:** For departures using Runway 16R, replace PPRRY in all RNAV procedures by returning to 2.2 DME.

3. **Problem:** There is a need to deconflict the increasing air traffic volumes in an already congested airspace.
   a. **Recommendation:** Improve the hand-off between Tower ATC's and SCT ATC's with additional FAA regulated training.

4. **Problem:** There is a need for a fairer distribution of planes. Cumulative and significant post-SoCal Metroplex environmental, health, and noise impacts must be addressed.
   Goal: 30%-50% increase in northern departures.
   a. **Recommendation:** Increase departures heading directly north by designating Runways 34L & 34R the preferred operating scheme on days when the prevailing winds are from the North, Northwest, West, & Northeast and on days when the winds are stagnant or less than 5 knots from the south. All arrivals should be from the west using Runway 16 on those days.

5. **Problem:** Flight tracks over the Santa Monica Mountains and foothills. (Keep flight path noise over existing noise corridors.)
   a. **Recommendation:** For aircraft using Conventional procedures on Runway 16, they should be vectored to the North by ATC before the 101 freeway when there are no airspace conflicts in doing so.

Van Nuys

Proposed Long-Term Solutions

1. **Problem:** Regardless of the direction of the flight paths, planes flying at low altitudes create noise pollution, negative environmental impacts, and health concerns.
   a. **Recommendation:** Increase the minimum climb gradients for all procedures; and/or encourage pilots/airlines to use steeper departure profiles.

2. **Problem:** There is a need for a fairer distribution of planes. Cumulative and significant post-SoCal Metroplex environmental, health, and noise impacts must be addressed.
   Goal: 30%-50% increase in northern departures.
   a. **Recommendation:** Increase departures heading directly north by designating Runway 34 the preferred operating scheme on days when the prevailing winds are from the North, Northwest, West, & Northeast and on days when the winds are stagnant or less than 5 knots from the south. All arrivals should be from the west using Runway 16 on those days.

3. **Problem:** Flight tracks over the Santa Monica Mountains and foothills. (Keep flight path noise over existing noise corridors.)
   a. **Recommendation:** Aircraft using Conventional procedures on Runway 16 should be vectored to the north by ATC before the 101 freeway when there are no airspace conflicts in doing so.

4. **Problem:** Flight tracks over the Santa Monica Mountains and foothills. (Keep flight path noise over existing noise corridors.)
    a. **Recommendation:** On days when Runway 16R is being used, the Advocates for Viable Airport Solutions proposed "open departure" RNAV concept that adds new waypoints along the 101 freeway should be used.

Burbank
Proposed Near-Term Solutions

1. **Problem:** Regardless of the direction of the flight paths, planes flying at low altitudes create noise pollution, negative environmental impacts, and health concerns.
    a. **Recommendation:** Increase the minimum climb gradients for all procedures; and/or encourage pilots/airlines to use steeper departure profiles.

2. **Problem:** There is a need to deconflict the increasing air traffic volumes in an already congested airspace.
    a. **Recommendation:** Improve the hand-off between Tower ATC's and SCT ATC's `with additional FAA regulated training.

3. **Problem:** Flight tracks over the Santa Monica Mountains and foothills. (Keep flight path noise over existing noise corridors.)
    a. **Recommendation:** Aircraft using Conventional procedures on Runway 15 should be vectored to the north by ATC before the 101 freeway when there are no airspace conflicts in doing so.

4. **Problem:** The early minutes of a southern deparutre out of VNY has the most impact and we need to find a better solution for flight path distribution.
    a. **Recommendation:** Change the initial departure headings for OROSZ, SLAPP, and the Conventional procedures so that they better disperse the early part of the flight tracks.

5. **Problem:** There is a need for a fairer distribution of planes. Cumulative and significant post-SoCal Metroplex environmental, health, and noise impacts must be addressed.
    Goal: 30%-50% increase in northern departures.
    a. **Recommendation:** Increase departures heading directly north by designating Runway 33 the preferred operating scheme on days of clam wind (less than 5 knots) and when prevailing winds are from the West, Northwest, North, & Northeast.

Burbank
Proposed Long-Term Solutions

1. **Problem:** Regardless of the direction of the flight paths, planes flying at low altitudes create noise pollution, negative environmental impacts, and health concerns.

a. **Recommendation:** Increase the minimum climb gradients for all procedures; and/or encourage pilots/airlines to use steeper departure profiles.

2. **Problem:** There is a need for a fairer distribution of planes. Cumulative and significant post-SoCal Metroplex environmental, health, and noise impacts must be addressed. Goal: 30%-50% increase in northern departures.
   a. **Recommendation:** Increase departures heading directly north by designating Runway 33 the preferred operating scheme on days when the prevailing winds are from the West, Northwest, North, & Northeast and on days when winds are less than 5 knots from the south. This northern departure route would follow the I-5 freeway. Cross Runway 8 should be used for all arrivals on those days.

3. **Problem:** Flight tracks over the Santa Monica Mountains and foothills. (Keep flight path noise over existing noise corridors.)
   a. **Recommendation:** Aircraft using Conventional procedures on Runway 15 should be vectored to the north by ATC befire the 101 freeway when there are no airspace conflicts with doing so.

4. **Problem:** Flight tracks over the Santa Monica Mountains and foothills. (Keep flight path noise over existing noise corridors.)
   a. **Recommendation:** On days when Runway 15 is used. The RNAV "open departure" concept proposed by Advocates for Viable Airport Solutions that has waypoints along the 101 freeway should be used for those departures whose destinations are towards the north (OROSZ.)

5. **Problem:** Currently, there are no departures that fly East out of Burbank Airport. We need to address the distribution of these flights.
   a. **Recommendation:** For RNAV departures with destinations to the east and northeast when Runway 15 is used, it is recommended that a new RNAV procedure be established similar to ELMOO NINE Conventional procedure that sends aircraft east through the San Gabriel Valley. If an eastern departure routing is not feasible, the SLAPP concept proposed by Advocates for Viable Airport Solutions to the west and then north is proposed instead.

Overarching Goals

I stongly believe that this issue is causing great damage to the lives of my fellow Angelenos and I request immediate action be taken to resolve these disastrous impacts. My priorities are as follows:

1. Avoid flight tracks over mountainous regions and other terrains that pose high-fire hazard risks and noise magnification due to echo effects.

- The Santa Monica Mountains are in a High-Fire Severity Zone.

- The low altitudes at which these planes are flying does not allow for proper jet fuel dispersion, the remains of which we are seeing on our trees, our plants, and our wildlife.
- These mountains are also home to our multijurisdictional Wildlife Habitat Connectivity Project. The dangers of low-flying aircraft in this region could have devastating impacts on not only the community but also the wildlife that we have fought so hard to protect.
- The aircraft noise reverberates loudly throughout the canyons. This noise has produced tremendous physical and mental health concerns which are devastating our residents.
- When aircraft are flying at a certain altitude, the impacts on the community become much more apparent when those planes are flying over homes at higher elevations.

2. Disperse departure flight tracks in multiple directions in a safe manner rather than concentrating them over any single community.

3. Continue use of "open" departure navigation procedures so that flight tracks along each of the multiple directions are not narrow bands.

4. Use existing noise corridors for routings (i.e those that already have high background noise levels) such as freeways and industrial zones, while avoiding areas that are used for outdoor solitude.

5. Increase the minimum climb gradients for <u>all</u> procedures; and/or encourage pilots/airlines to use steeper departure profiles. The FAA has stated, "There is no standard climb rate. Per FAA Order 8260.3, the standard climb gradient for departures procedures is 200 feet per NM, although most aircraft are able to meet a steeper climb gradient."

6. Have the FAA's technical staff evaluate each community proposal. Even though HMMH has evaluated the community proposals, we ask that the FAA's technical staff review each proposal to ensure that no possible solution is overlooked.

7. Request the FAA to look into the feasibility of changing federal air traffic night-time curfew mandates. Night-time curfews are an absolutely essential part of this overall solution and will be impactful in various locales throughout the United States.

I encourage the FAA to thoughtfully and thoroughly review these proposals and report back on progress by June 1st, 2020. Thank you for your continued involvement in this issue.

Sincerely,

Paul Koretz

Council District 4 - BUR VNY FAA Task Force Recommendations

- **Problem to solve:** Low altitude aircraft noise
    - **Recommendation:** Request the FAA incorporate steeper minimum takeoff climb gradients at VNY and BUR to a minimum of 600 ft per nautical mile, or the closest rate to this that falls within safety guidelines, to help mitigate ground-level noise and concentrated jet exhaust particulate and request the FAA, LAWA, VNY and BUR to work with and encourage pilots and air carriers to use the steepest departure profiles their aircraft can safely undertake.
- **Problem to solve:** Noise impacts on communities
    - **Recommendation:** Request the FAA to evaluate and provide new noise mitigation measures for apartments, homes, and businesses based on average decibel level, including consideration of topographical features such as noise reverberations from canyon walls, and not merely proximity to the airports.
- **Problem to solve:** Overconcentration of flights over certain homes
    - **Recommendation:** Request the FAA to develop multiple waypoints and headings, whether RNAV or conventional, to create flight track dispersion for each departure direction from VNY and BUR. If this is not possible, request the FAA to design and implement the closest approximation to this goal to disperse flight tracks.
- **Problem to solve:** Overconcentration of flights over certain homes
    - **Recommendation:** Request the FAA to redesign RNAV arrival and departure procedures so that they mimic pre-Metroplex conventional dispersed procedures. During the technical review to complete this, request the FAA to suspend RNAV procedures and fly pre-Metroplex conventional procedures.
- **Problem to solve:** Overconcentration of flights over certain homes
    - **Recommendation:** Request the FAA to implement “open” procedures where possible and avoid “closed” procedures wherever technically feasible to limit the creation of narrow flight paths.
- **Problem to solve:** Overconcentration of flights over certain neighborhoods
    - **Recommendation:** Request the FAA conduct a technical study to eliminate the substantial overlap of departing VNY and BUR flight tracks over the San Fernando Valley. In particular, flights departing VNY south and turning east and flights departing BUR south and turning west, creating a substantially overlapping flight tracks vortex with impacted communities suffering from airport departures from two airports.
- **Problem to solve:** Overconcentration of flights over certain neighborhoods

    - **Recommendation:** Request that the FAA publish instrument approaches for BUR runways 15, 33, and 26.
- **Problem to solve:** Overconcentration of flights over certain neighborhoods
    - **Recommendation:** Request that the FAA conduct a technical analysis to establish fair share arrival and departure flight paths for VNY with the goal of flights departing from VNY South and turning West, South and turning East, North and turning West, and North and turning East roughly 25% in each direction and arriving North and South roughly split 50% annually. If the FAA determines this is not technically feasible, the FAA is requested to design arrival/departure procedures that as closely create fair share arrivals and departures as possible.
- **Problem to solve:** Overconcentration of flights over certain neighborhoods
    - **Recommendation:** Request that the FAA conduct a technical analysis to establish fair share arrival and departure flight paths for BUR with the goal of flights departing from BUR North, South, East, and West roughly 25% in each direction and arriving North, South, East, and West roughly 25% from each direction. If the FAA determines this is not technically feasible, the FAA is requested to design arrival/departure procedures that as closely create fair share arrivals and departures as possible.
- **Problem to solve:** Relative lower altitude flight tracks when aircraft overfly higher altitude topography
    - **Recommendation:** Request that the FAA conduct a technical analysis to establish new altitude rules for when aircraft arrive or depart over higher altitude topography with the goal of ensuring that planes ascend higher if they must fly over higher altitude areas. For example, if a plane's departure route over sea level would normally have it at 4,000 feet one mile from the airport, then the departure route over terrain of a 1,000 feet of elevation, would require that the aircraft ascend to 5,000 feet at the same distance.
- **Problem to solve:** Southern shift at Burbank airport
    - **Recommendation:** Request that the FAA vector aircraft using conventional procedures on Runway 15 to the north by Air Traffic Control prior to the 101 freeway when there are no airspace conflicts with doing so.
- **Problem to solve:** Late turns out of Van Nuys airport
    - **Recommendation:** Request the FAA to eliminate the PPRRY waypoint and publish an open waypoint placed south of the airport runway near Victory Blvd and the top of the Sepulveda Basin. An open waypoint will help with dispersion so no one community bears the brunt of aircraft flight tracks.
- **Problem to solve:** Aircraft operations at VNY disturbing people's sleep

    - **Recommendation:** Request LAWA implement a Nighttime Curfew for departures and arrivals of all aircraft at VNY to help mitigate community noise disturbances between 10:00pm and 7:00am on weekdays and 10:00pm to 9:00am on weekends and to be enforced in part by publishing the names of the aircraft management companies responsible and contact information for complaints to be directed to as well as the tail numbers and any other publicly available information related to the offending flight, pilots, and company or individual who owns or rents the aircraft.
- **Problem to solve:** International aircraft operations at VNY disturbing people's sleep
    - **Recommendation:** Request LAWA to work with DHS to restrict the hours at the VNY Customs & Border Protection Office to close by 10pm on all days in line with the proposed curfew hours.
- **Problem to solve:** Lack of community input
    - **Recommendation:** Request the FAA conduct a full Environmental Assessment and robust community outreach prior to any future flight path changes, procedure changes, or flight volume changes.

COMMITTEE ON
ENERGY AND COMMERCE
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COMMUNICATIONS AND TECHNOLOGY
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Tony Cárdenas
Congress of the United States
29th District, California

March 6, 2020

Hollywood Burbank Airport
2627 N. Hollywood Way
Burbank, CA 91505

Attn: Honorable Emily Gabel-Luddy

Dear Chair Gabel-Luddy:

I thank the constituents, neighborhood councils, and environmental organizations of the 29th Congressional District for their active engagement with the Southern San Fernando Valley Airplane Noise Task Force (Task Force). I encourage the Task Force to take their input seriously when finalizing a vote on recommended guidelines to send to the Federal Aviation Administration (FAA).

That said, I applaud the FAA's efforts to disperse the noise of flights as evenly as possible. No single community should bear the burden more than another. Recommendations for airport operators to fly over new neighborhoods voluntarily is not wise, or a solution. FAA determines and establishes navigational waypoints once it is determined efficient, resulting in less pollution, and most importantly, safe.

The Task Force should focus on direct local solutions that benefit all parties involved. I recommend Hollywood Burbank Airport revamp its sound insulation program by conducting a new Part 150, Airport Noise Compatibility Planning Study, which will result in an updated Noise Exposure Map. This study provides a structured and fair approach for the airport industry, all-neighboring communities, and the FAA to work together to reduce the number of people who live in noise-impacted areas –helicopter industry is eligible to participate, too. The last study posted was in March 2016.

As local efforts continue to move forward, I will work with my Congressional colleagues to keep FAA on track in publishing their various noise mitigation studies and support the appropriate FAA funding programs and issue gaps that help further address this matter.

Thank you.

Sincerely,

Tony Cárdenas

TONY CÁRDENAS
Member of Congress

CITY OF BURBANK
OFFICE OF THE CITY COUNCIL

March 6, 2020

Gene Reindel, Task Force Facilitator
HMMH
1508 Eureka Road, Suite 190
Roseville, CA 95661

Re: Recommendations for the Federal Aviation Administration (FAA)

Dear Mr. Reindel,

To lessen the impacts of noise from the Hollywood Burbank (BUR) and Van Nuys (VNY) Airports, Task Force Members Mayor Springer and Council Member Gabel-Luddy are submitting the following recommendations for the Task Force's consideration on April 1, 2020.

Recommendation #1 – Provide additional training, reviews, and support for Air Traffic Control.

This is a series of recommendations provided by an Air Traffic Control consultant during a Task Force meeting. They are being grouped into this recommendation as they are all applicable to the Air Traffic Organization within the FAA:

- Conduct System Service Review (SSR) on resource management at both SCT and BUR Sector;
- Review how to manage workload at positions to maintain efficiency;
- Conduct Traffic Management Reviews in the San Fernando Valley area to provide detailed analysis of impact of Traffic Management Initiatives;
- Provide refresher training on applying and administering TMIs for SCT and BUR Sector controllers;
- Conduct Operation Skills Assessments (OSAs) on how traffic restrictions are applied and communicated in the SCT and BUR Sector areas;
- Provide additional training on minimum requirements of radar separation;
- Focus on vectoring, radar separation minima, and aircraft characteristics;
- Conduct post-training Operational Skills Assessments (OSAs) on radar separation;
- Instruct Tower Supervisors to not combine sectors at peak traffic periods;
- Monitor Valley Sector for SOP compliance;
- Conduct training on using northerly airspace between BUR and VNY to gain altitude;

275 E. Olive Avenue • P.O. Box 6459 • Burbank, California 91510-6459 • (818) 238-5751 • FAX (818) 238-5757

- Conduct System Service Review (SSR) on SOP compliance and resource management;
- Provide refresher training to Tower controllers on proper handoff procedures and impacts of non-compliance;
- Conduct post-training System Service Review (SSR) on handoff procedures;

The intent of this recommendation is to request that the FAA assess the processes and procedures used by Air Traffic Control to determine if changes to the way aircraft are handled has changed over time, leading to the southerly drift in flights paths from BUR, and to make changes or improvements that could result in equitable and greater dispersion of flights and/or result in more timely turning.

Recommendation #2 – Do not implement the proposed amendments to the SLAPP and OROSZ departure procedures.

Regardless of the determination made by the Environmental Assessment to be conducted on the proposed amendments to incorporate the JAYTE and TEAGN waypoints into SLAPP and OROSZ standard instrument departure procedures from BUR, the Task Force recommends not amending the procedures to implement the use of the waypoints.

The purpose of this recommendation is to prevent changes to procedures that would cause concentration of flight paths. The current flight paths associated with these two departure procedures are widely dispersed south of the airport due to the method of aircraft navigation, separation and headings, and should not be considered as part of any proposed procedural amendment.

Recommendation #3 – Conduct new Part 150 studies at both VNY and BUR.

Both airports should conduct studies compliant with 14 CFR part 150 in order to establish updated Noise Exposure Maps and Noise Compatibility Programs. The updates may include new or revised noise abatement programs for aircraft operators. The studies should evaluate the applicability of noise abatement departure procedures, preferential runway use, and other best practices for aircraft operators.

The intent of this recommendation is to ensure that the airports are operating with the most up-to-date information for residential sound insulation, compatible land use, and noise abatement procedures for aircraft operators. A review of a preferential runway use system would also evaluate the feasibility and effects of increased variation in runway use.

Recommendation #4 – Monitor changes to regulations pertaining to noise.

BUR and VNY airports should monitor potential changes to regulations pertaining to noise, particularly those which may result from the Airport Cooperative Research Program's study *Research Methods for Understanding Aircraft Noise Annoyances and Sleep Disturbance* conducted by the National Academies of Sciences, Engineering, and Medicine in 2014.

The intent of this recommendation is to direct the airports to remain aware of changes to regulations which may affect noise compatibility programs. And provide quarterly advice to respective Commissions and City Councils to make them aware of opportunities to support and lobby for changes.

Recommendation #5 – Changes to current regulations by FAA or through legislation (Congress) to expand use of noise attenuation funds and programs to serve more residents.

The airports should support changes to FAA regulations or Congressional legislative changes to broaden the applicability of noise attenuation programs and funding to serve the greatest number of residents. This would encompass expanding the current federal criteria for use of such funds. For example, changing the definition of noise impacted areas to include levels less than the 65 DNL noise contour.

The purpose of this recommendation is to provide sound relief to more residents.

Recommendation #6 – Congressional authorization for the imposition of the mandatory nighttime curfew.

Both BUR and VNY airports should support Congressional legislation imposing a mandatory nighttime curfew at each airport similar to the Authority's Part 161 curfew request submitted on February 2, 2009, and denied by the FAA (a copy is attached as Exhibit A).

The intent of this recommendation is to bring permanent night time noise relief to all members of the public affected by BUR and VNY airports.

Recommendation #7 Increase the rate or angle of climb of aircraft departing BUR

The FAA should study the ability to encourage or require aircraft to ascend more rapidly through the use of voluntary noise abatement procedures and/or increasing the minimum climb over distance contained in the standard instrument departure procedures.

The intent of this measure is to study the feasibility of such measure to mitigate noise impacts.

Sincerely,

Sharon Springer

Mayor Sharon Springer
City of Burbank

Emily Gabel-Luddy

Council Member Emily Gabel-Luddy
City of Burbank

Enc.

EXHIBIT A

Language of Mandatory Curfew

A. Except as provided in Paragraphs (B) and (C), between the hours of 10:00 p.m. and 6:59 a.m.:

1. No Landings at Bob Hope Airport shall be permitted.
2. No take-offs from Bob Hope Airport shall be permitted.

B. The following aircraft shall be permitted to land at or takeoff form Bob Hope Airport between the hours of 10:00 p.m. and 6:59 a.m.:

1. Law enforcement aircraft, firefighting aircraft, disaster relief aircraft and military aircraft.
2. Medical flight aircraft engaged in active emergency operations for the transportation of patients or human organs.

C. Aircraft other than those specified in Paragraph (B) shall be permitted to land at or takeoff from Bob Hope Airport between the hours of 10:00 pm. and 6:59 a.m. only under the following circumstances:

1. In the event such landing or takeoff results from the existence of a declared emergency.
2. In the even such landing or takeoff results from the use of Bob Hope Airport as weather alternate.
3. In the even such landing or takeoff results from a weather, mechanical, or air traffic control delay; provided, however, this exception shall not authorize any landing or takeoff between the hours of 11:00 p.m. and 6:59 a.m.

D. Upon request of the Authority, the aircraft operator shall document or demonstrate: (i) the precise emergency condition(s) resulting in a landing or takeoff between the hours of 10:00 p.m. and 6:59 a.m.; or (ii) the precise weather, mechanical, or air traffic control condition(s) resulting in a landing or takeoff between the hours of 10:00 p.m. and 11:00 p.m.

E. Any aircraft operator violating the provisions of this Rule shall, in addition to any other available remedies (including injunctive remedies), be subject to civil penalties for each unauthorized landing and unauthorized takeoff as follows:

1. For the first violation within a 12-month period – Three Thousand, Six Hundred, Seventy-One Dollars ($3,671) (or as amended for a CPI adjustment).
2. For the second violation within a 12-month period – Seven Thousand, Three Hundred, Forty-Two Dollars ($7,342) (or as amended for a CPI adjustment).
3. For the third violation within a 12-month period – Eleven Thousand, Thirteen Dollars ($11,013) (or as amended for a CPI adjustment).
4. For the fourth violation within a 12-month period – Fourteen Thousand, Six Hundred, Eighty-Four Dollars ($14,484) (or as amended for a CPI adjustment) and mandatory action to ban the aircraft operator's flight operations at Bob Hope Airport for a twelve (12) month period.

Justin W. Cook

To: Amanda Parise; Eugene M. Reindel
Cc: Heather A. Bruce; Patrick Lammerding; John Anderson
Subject: RE: Reminder: Task Force Recommendations Due Tomorrow

From: Alford, John <John.Alford@mail.house.gov>
Sent: Friday, March 6, 2020 4:47 PM
To: Amanda Parise <AParise@bur.org>
Subject: RE: Reminder: Task Force Recommendations Due Tomorrow

Hello Amanda,

In addition to the several proposed recommendations submitted by the respective community groups, please include the following recommendations for consideration:

In effort to decrease the total volume of late-night flights (which cause particularly egregious disruption), the FAA should authorize a mandatory curfew at both BUR and VNY between the hours of 10:00 pm and 7:00 am. This curfew should apply to all non-emergency operations and it should be enforced with fines for violators.

In effort to decrease the concentration of flights over any one community, the FAA should consider the following:

- The feasibility of eastbound take-offs from BUR. This should include consideration of adjusting flight paths at other airports (LAX, BUR, ect).
- The feasibility of northbound take-offs from both VNY and BUR when there is little or no wind.

Many thanks,

John Alford
Office of Congressman Brad Sherman
818-501-9200
5000 Van Nuys Blvd. #420
Sherman Oaks, CA 91403-1791

From: Amanda Parise <AParise@bur.org>
Sent: Thursday, March 5, 2020 4:56 PM
To: egabel-luddy@burbankca.gov; Sahag Yedalian <sahag.yedalian@lacity.org>; sspringer@burbankca.gov; Terry Tornek <ttornek@cityofpasadena.net>; Ara Jame Najarian (anajarian@ci.glendale.ca.us) <anajarian@ci.glendale.ca.us>; Nicholas Greif <nicholas.greif@lacity.org>; Justin Orenstein <justin.orenstein@lacity.org>; jarrett.thompson@lacity.org; Marcos Sanchez <marcos.sanchez@lacity.org>; Marcello, Pamela <Pamela.Marcello@mail.house.gov>; Aguilera, Michael <Michael.Aguilera@mail.house.gov>; Brodtke, John <John.Brodtke@mail.house.gov>; Alford, John <John.Alford@mail.house.gov>; Gonzalez, Lea <Lea.Gonzalez@mail.house.gov>; Peter_Muller@feinstein.senate.gov; brent_robinson@harris.senate.gov; Rodriquez, Nicolas <Nicolas.Rodriquez@mail.house.gov>; Apodaca, Joey <Joey.Apodaca@mail.house.gov>
Cc: George, Sandra <SGeorge@burbankca.gov>; Mastrangelo, Danny <DMastrangelo@burbankca.gov>; 'Hess, Justin' <JHess@burbankca.gov>; McFarland, Simone <SMcFarland@burbankca.gov>; Hayrapetian, Hourik <HHayrapetian@Glendaleca.gov>; ybeers@glendaleca.gov; smermell@cityofpasadena.net; David Reich (David.Reich@lacity.org) <David.Reich@lacity.org>; Alexander Ponder <alexander.ponder@lacity.org>; Frank Miller <FMiller@bur.org>; Patrick Lammerding <PLammerding@bur.org>; SCHWARTZ, MICHELLE D. <MSchwartz@lawa.org>; BRICKER, SAMANTHA J. <SBRICKER@lawa.org>; MARGHERITIS, FLORA O. <FMargheritis@lawa.org>; PANTOJA, KATHRYN R. <KPantoja@lawa.org>; Mark Hardyment <MHARDYMENT@bur.org>; madams2@lawa.org; Diana Sanchez

(dsanchez@lawa.org) <dsanchez@lawa.org>; Eugene (Gene) Reindel <ereindel@hmmh.com>; Justin W. Cook <jcook@hmmh.com>; John Anderson <john@cerrell.com>
Subject: Reminder: Task Force Recommendations Due Tomorrow

Dear Task Force Members,

Just a reminder, proposed recommendations to the FAA should be submitted to me by tomorrow, Friday, March 6, 2020.

Thank you,

Amanda Parise
Administrative Assistant

O: 818.729.2203
E: aparise@bur.org

Hollywood Burbank Airport

hollywoodburbankairport.com
2627 N Hollywood Way, Burbank, CA 91505

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PAUL KREKORIAN
LOS ANGELES CITY COUNCILMEMBER

March 9, 2020

Mr. Eugene M. Reindel
Vice President, Director of Aviation Services
HMMH
300 South Harbor Blvd. Suite 516
Anaheim, California 92805

Dear Mr. Reindel:

In 2017, many neighborhoods that I represent in the Southeast San Fernando Valley began experiencing a sudden and dramatic increase in disruptive noise from aircraft departing from the Hollywood Burbank Airport. That escalated noise impact continues to this day, and it has materially and adversely impacted the people who live, work, attend school and seek recreation in those communities.

The Southern San Fernando Valley Airplane Noise Task Force ("Task Force") was created by the Hollywood Burbank Airport Authority to provide a forum for community input relating to these impacts. It has been our goal to develop actionable, community-driven recommendations to the Federal Aviation Administration ("FAA"), and to encourage the FAA to implement solutions to these adverse impacts and provide relief to the communities that are suffering because of airport operations.

As the Vice-Chair of the Task Force, I am pleased that it has drawn very broad public participation. To date the Task Force has conducted six public meetings, heard nine extended presentations from community-based organizations, and taken public comments from hundreds of individual speakers. We have also heard comments from a variety of technical experts in various facets of aviation.

Based on the input that we have received, and on the extraordinary amount of communication I have had with my constituents on this issue, I would request that HMMH prepare a number of recommendations for consideration by the Task Force as a whole, as specified below. This set of proposed recommendations should not be considered an exhaustive list, as I may propose additional recommendations before the Task Force completes its final report.

REDUCING TOTAL OVERFLIGHT IMPACTS IN THE RESIDENTIAL COMMUNITIES OF THE SOUTHEAST SAN FERNANDO VALLEY

1. Increase utilization of the existing ELMOO NINE Departure Procedure from BUR runway 15 by, among other things: (a) establishing ELMOO NINE as an RNAV procedure to conform its utilization with NextGen implementation; and (b) creating an enforceable requirement to encourage FAA to increase use of ELMOO NINE, such as constraining all other departure procedures to reduce their volume to their pre-2009 levels.

2. Allow eastbound BUR departures using runway 8, and adopt an enforceable process to ensure a meaningful reduction in runway 15 departures.

3. Change RNAVs/procedures for VNY to encourage earlier turns of departing flights and allow a greater percentage of the departing flight tracks to be over the uninhabited Sepulveda Basin (e.g., FAA should discontinue use of PPRRY at VNY and expedite turns by returning to 2.2 DME)

4. Any policies, procedures or practices relating to safety considerations for BUR departures regarding proximity to the Verdugo Mountains should equitably be applied regarding proximity to the Santa Monica Mountains.

REDUCING NOISE IMPACTS FOR ALL SAN FERNANDO VALLEY COMMUNITIES

5. Because a more rapid rate of ascent would likely reduce noise impacts in all communities, FAA should adopt rules, procedures and/or Air Traffic Control (ATC) instructions that encourage pilots to increase altitude as rapidly as is safe when departing from BUR, including establishing altitude gates.

6. FAA should increase the climb gradient on all BUR and VNY departures, or on as many procedures and as many aircraft types as possible, and grant waiver for gradients above 500ft per nautical mile.

7. The February 2017 letter of agreement between Southern California TRACON (SCT) and BUR ATC assigns all departures 4,000' MSL. If that agreement has the impact of preventing increase in climb, it should be changed.

8. FAA must work with Hollywood Burbank Airport to ensure that the existing voluntary curfew is vigorously enforced (using SNA penalties as a model).

9. FAA and BUR must enforce compliance with BUR operating procedures during curfew hours.

10. Noise guidelines should be imposed at BUR and VNY on both commercial and general aviation operators (using SNA guidelines as model).

11. A new Part 161 study should be initiated to provide for a mandatory curfew at BUR, with the full understanding that the position taken by surrounding communities regarding a replacement terminal at BUR may well depend on whether a mandatory curfew and other effective noise impact reduction strategies are in place.

DIFFUSING FLIGHT TRACKS TO AVOID INEQUITABLE FOCUSED NOISE IMPACTS

12. FAA should adopt all actions necessary to reduce the number of BUR runway 15 departures, including runway and directional rotation.

13. FAA should increase utilization of alternative departure headings on BUR runway 15 departures to achieve greater dispersal.

14. FAA should utilize open SID departures, at lower minimum vector altitude, at BUR.

15. FAA should utilize Diverse Vector Area (see, e.g., FAA Order 7110.65), at BUR.

16. FAA should discontinue use of JAYTE and TEAGN waypoints in all departure and arrival procedures for BUR.

17. If JAYTE and TEAGN must be used at all, they should be placed at locations that will maximize noise reduction and safety for all communities and FAA-recognized noise-sensitive areas of the San Fernando Valley, without regard to any previous litigation settlement agreements, and they must not impose significant new impacts on new communities compared to pre-2017 conditions.

18. Proposed procedures SLAPP TWO and OROSZ THREE should be rejected as written and reconsidered to ensure maximize noise reduction and safety for all communities and FAA-recognized noise-sensitive areas of the San Fernando Valley, without regard to any previous litigation settlement agreements, and they must not impose significant new impacts on new communities compared to pre-2017 conditions.

19. If they must be used at all, all waypoints should be considered "fly-by" and NOT "fly-over" in order to reduce exact uniformity and encourage delay in pilots' use of autopilot on departures.

20. FAA should integrate a small range of automated randomization into ATC software guiding the turn instructions for BUR departures in order to produce more dispersal.

21. FAA should discontinue BUR arrivals using runway 33 except when required due to significant wind conditions.

22. Since both the southern shift and undue southern concentration of BUR departures appear to be due in part to ATC workforce and related issues, FAA should initiate a system service review and workforce analysis to ensure adequate staffing levels to ensure safety and maximum efficiency.

23. FAA should stop combining ATC sectors, and ATC handoff of BUR departures to SCT should occur within 1/2 mile of the runway as per FAA guidelines.

24. FAA should draft letter of agreement between SCT and BUR ATC that assigns responsibility to BUR ATC to apply visual separation on runway 15 departures versus runway 8 arrivals, enabling earlier turns with faster climbs.

ONGOING TRANSPARENCY, ACCOUNTABILITY AND MONITORING

25. FAA must conduct a formal noise study of actual (not modelled) noise patterns and impacts surrounding VNY and BUR, and commit to regular renewals, and should install and maintain noise monitoring equipment in the City of Los Angeles.

26. FAA must commit to all mitigation measures to relieve the impacted communities, including but not limited to soundproofing.

27. A Citizens' Advisory Board for BUR should be created, including representatives from the impacted communities of Los Angeles.

28. FAA must provide the Task Force with its Post Implementation Study and all supporting documents, the Noise Screen that was provided to Benedict Hills in about January 2018, all documents requested previously by Task Force members, and all documents requested by the City of Los Angeles under the Freedom of Information Act.

Thank you for your continuing assistance to the Task Force as we endeavor to protect the communities we represent.

Very truly yours,

PAUL KREKORIAN
Los Angeles City Councilmember

NURY MARTINEZ
COUNCILWOMAN, SIXTH DISTRICT

March 6, 2020

The Honorable Stephan Dickson,
Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

RE: Southern San Fernando Valley Airplane Noise Task Force Recommendations

Dear Administrator Dickson,

As President of the Los Angeles City Council and Councilwoman representing District 6, I am writing you to ask for your support for our proposed recommendations to reduce airplane noise in the San Fernando Valley.

Both Hollywood Burbank Airport and Van Nuys Airport are critical economic drivers for the Los Angeles region. However, these facilities are located in a heavily urbanized area and their operations must take into account the effects they have on surrounding communities. My office has worked closely with the Southern San Fernando Valley Airplane Noise Task Force and understands the concerns raised by residents regarding flight paths in and out of Van Nuys and Hollywood-Burbank Airport.

However, the communities that I represent, notably Sun Valley, Arleta, Panorama City, and Van Nuys have bared the burden of poor and unfair public health, environmental, and quality-of-life impacts, such as airplane noise and worse for decades. Many of these communities are designated as being some of the most environmentally impacted in the entire state based on the CalEnviroscreen tool created by the California Office of Environmental Health Hazard Assessment.

The primary goal of the Task Force should be relieving the burden of frontline communities, such as the ones in my district, not adding to it. With this is mind, below are some recommendations for improving operations at Hollywood-Burbank and Van Nuys Airport.

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Van Nuys Office • 14410 Sylvan Street, Suite 215, Van Nuys, CA 91401 • (818) 778-4999 • Fax: (818) 778-4998
Sun Valley Office • 9300 Laurel Canyon Blvd., 2nd Floor, Sun Valley, CA 91331 • (818) 771-0236 • Fax: (818) 767-7821

NURY MARTINEZ
COUNCILWOMAN, SIXTH DISTRICT

Van Nuys Airport:

We recommend that departures from Van Nuys Airport continue to go from the south. Through doing this, planes will continue to make their turns after Victory Boulevard and over the Sepulveda Basin, a large open space, as opposed to flying over dense urban neighborhoods to the north.

We are strongly opposed to changing the current flight path and having planes depart from the north or having planes turn before crossing over Victory and into the Sepulveda Basin. If any changes do occur to the route out of Van Nuys Airport, they must include an environmental review and analysis that includes a thorough study of noise and air quality.

Burbank-Hollywood Airport:

We strongly support recommendations that will provide relief from airplane noise for all residents of the San Fernando Valley. This includes upgrading technology so that flights leaving Burbank-Hollywood Airport can utilized the ELMOO NINE route.

We are strongly opposed to any proposal that would send additional departures northbound from Burbank-Hollywood Airport. These route would take planes over some of the most environmentally contaminated communities in the state of California. This is not simply a matter of sharing airplane noise, but would layer on an additional environmental hazard onto a community that already suffers from negative health and other ill effects from landfills, quarries, freeways, and industrial uses.

Any change in routes to Burbank-Hollywood or Van Nuys Airport must include an environmental review and analysis that includes a thorough study of noise and air quality. This review must take into consideration existing environmental justice issues and utilize measures of environmental hazards, such as CalEnviroscreen.

I also ask the FAA to please look at the impact and feasibility of curfews for all airports in the San Fernando Valley.

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NURY MARTINEZ
COUNCILWOMAN, SIXTH DISTRICT

The Taskforce has stated that they are seeking fairness, and I agree. I would argue there is nothing fairer than providing relief to neighborhoods in my District that have had to fight for it for decades. My communities would also continue to suffer if, as some have suggested, the flight paths are changed back to the northern, eastern routes mentioned earlier while my constituents wait for years for a lengthy environmental study. This is not fair, right or just.

I thank you for your consideration of these recommendations.

If you have any questions or concerns, please contact my District Director, Marcos Sanchez, at (818) 778-4999 or at marcos.sanchez@lacity.org.

Sincerely,

NURY MARTINEZ
Councilwoman, Sixth District

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