



UproarLA

DRAMATIC NEGATIVE IMPACTS OF NEW BUR FLIGHT PATHS ON LA RESIDENTS

AND ACHIEVABLE SOLUTIONS

UPROARLA

UproarLA is made up of LA residents committed to stopping the FAA's narrow, low-altitude, NextGen flight path over our schools, homes, neighborhoods and the Santa Monica Mountains.





UPROARLA

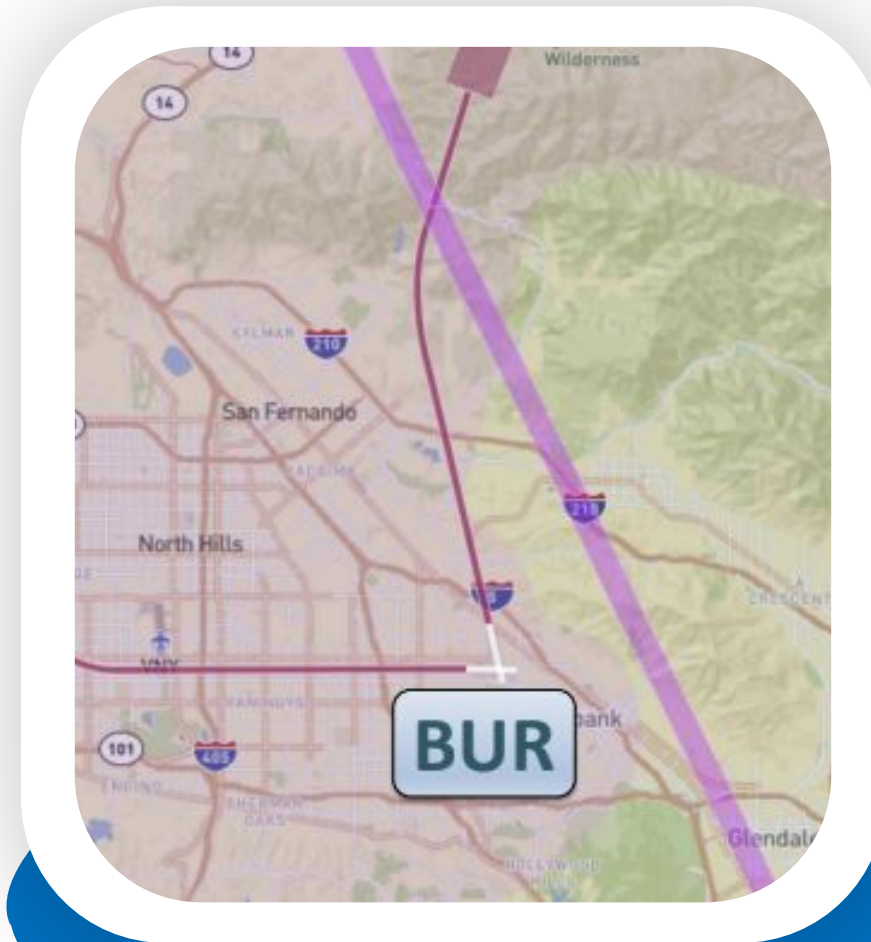
- ✔ UproarLA supporters are from all over the San Fernando Valley – **Toluca Lake, North Hollywood, Studio City, Sherman Oaks, Encino** and all along the **Mulholland** corridor.
- ✔ We also have a large number of concerned parents from many of the impacted schools, comprised of over **10,000** students.





We are the **New Community**

These departure paths shifted over us with **no notice**, and in violation of the NEPA and FAA's **own policy** of not shifting noise from one community to another.





Sacrificed For Profits

Our community is being sacrificed for airline profits amounting to a paltry

\$40,000.

Table 13. Proposed BUR VNY9 SID Annual Benefits

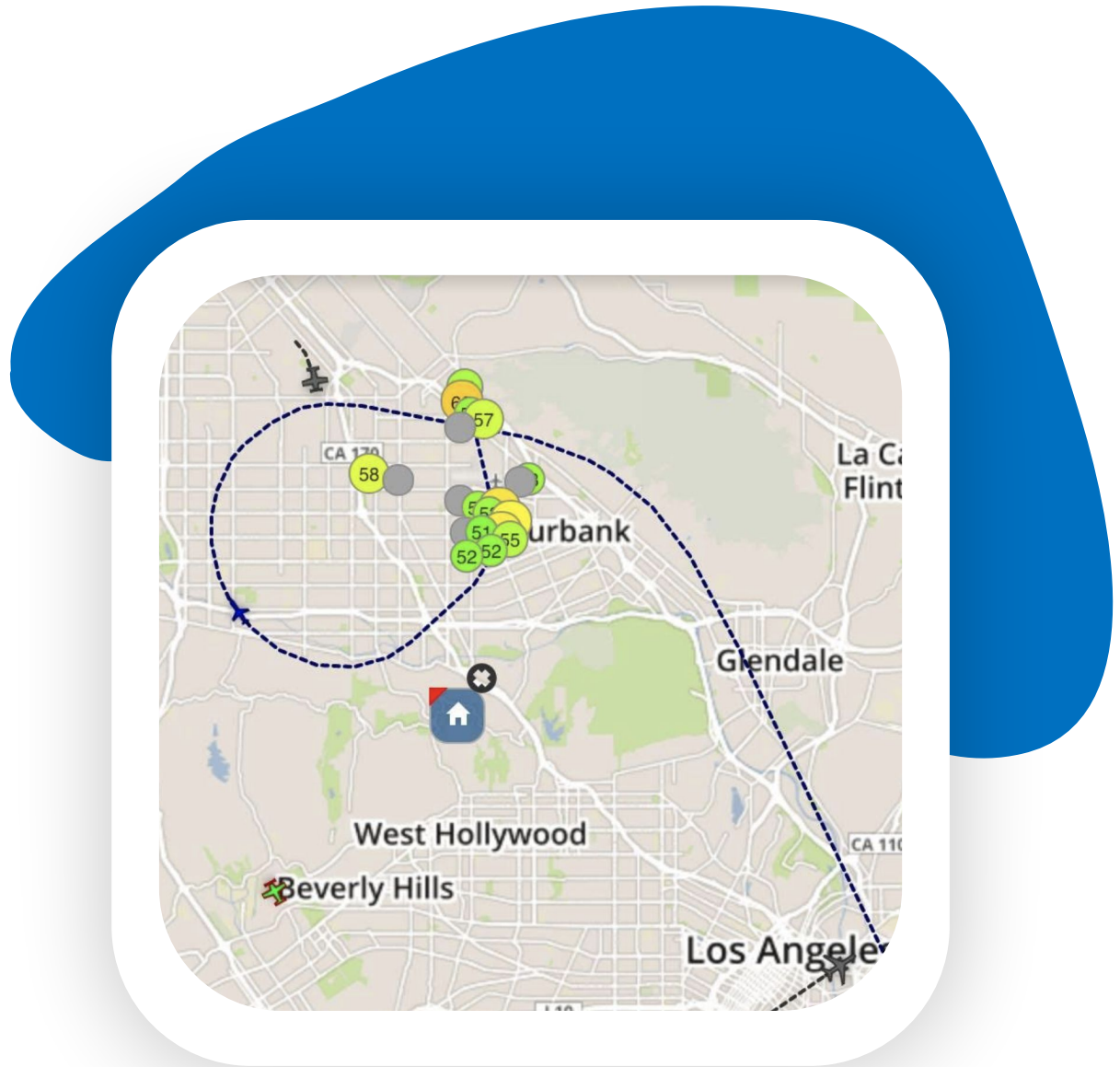
		Low	High
Estimated Annual Fuel Savings (Dollars)	Distance	N/A	
	Profile		
	Cost to Carry	\$40K	
Total Estimated Annual Fuel Savings (Dollars)		\$40K	
Total Estimated Annual Fuel Savings (Gallons)		12K	
Total Estimated Annual Carbon Savings (Metric Tons)		120	





Lack of Efficiency

And even those supposed “efficiencies” and profits are likely not being realized due to the long indirect U-turn that is being flown today.





Safety can't be Measured

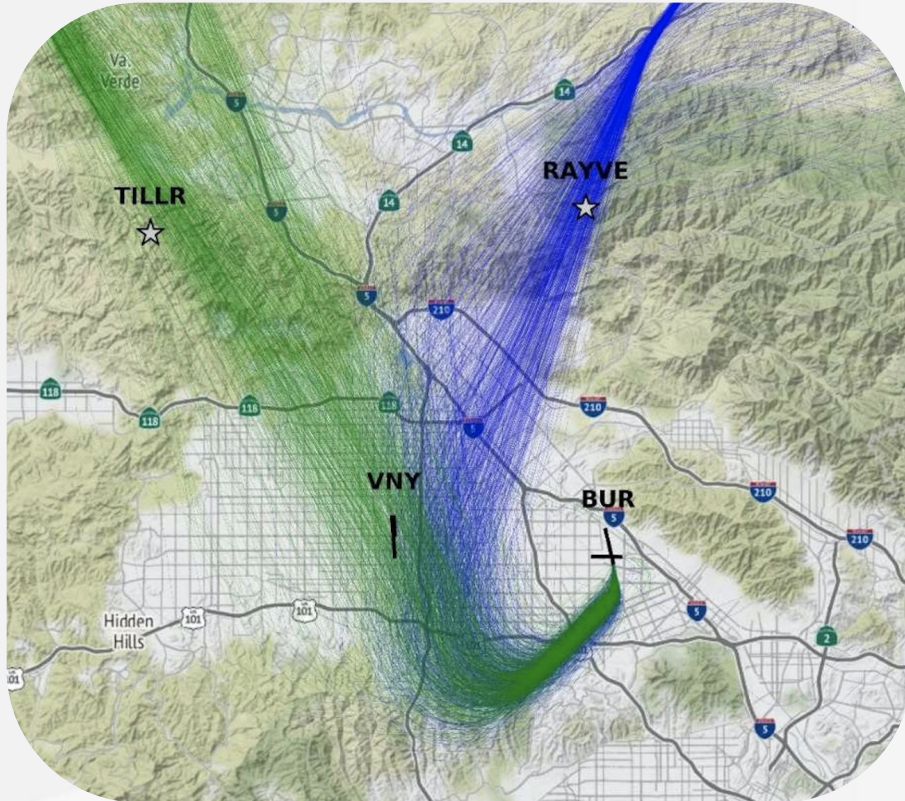
Even the FAA's claim that these routes are safer is questionable at best.

Although fuel savings benefits are not meeting expectations, FAA states that other operational benefits have been achieved. Specifically ...increased safety due to the de-confliction of routes, smoother transitions in the airspace, and a decrease in pilot controller communication resulting in reduced controller workload.

However, FAA has not established a process to measure or track these additional operational benefits because it states these benefits are difficult to quantify.

*US Office of Inspector General Report (8.27.19)





FAA Admission: “The data shows a southern shift for the southernmost BUR departure flight tracks that coincide with the time Metroplex procedures were implemented.”

Not only has the New Community been decimated by these PROVEN flight path changes --





-- We were forced to fight for **YEARS** to even get the FAA and Burbank to **ADMIT** the flight path moved.

- VIA Email on 8.1.2017: Robert Henry (FAA employee) stated,
“Bottom-line: No change”
- VIA Letter on 2.27.2018: FAA stated,
“Flight paths have generally remained within the same lateral and vertical confines of the historical track data...”
- VIA Email on 3.1.2018: Mark Hardyment (Dir. Trans. BUR) stated,
“...our considerable research and analysis can find no change ...”
- VIA Letter on 5.6.2019: R. Girvin (FAA Admin) to Mayor Garcetti stated,
“Since...Metroplex...the changes in the number of aircraft that fly south of the 101 Freeway have remained relatively consistent...”





Even now, after admitting the path shifted over the **New Community**, BUR staff and BUR Authority continue to **MISLEAD** the public and press about it.



"The analysis portion will let us know what, if anything, has changed and why those changes have occurred."

- Patrick Lammerding, a spokesman of the Task Force. (Credit: Abc 7 News 8.28.2019)





Proof They Knew



<https://youtu.be/gSLhshmQJRc>





Still In Denial

“...the Authority is mindful that **some homeowners believe** that departing flights from BUR are drifting south...”

- August 26, 2019



August 26, 2019

Mr. Bradley D. Tilden
Chairman and Chief Executive Officer
Alaska Airlines Group, Inc.
19300 International Boulevard
Seattle, Washington 98188

Re: Community Noise Concerns
Hollywood Burbank Airport

Dear Mr. Tilden:

As you may be aware, communities in the vicinity of the Hollywood Burbank Airport have expressed concerns regarding overflight aircraft operations that originate from our facility or from the Van Nuys Airport. On several occasions over the past 18 months, sometimes alone and sometimes in conjunction with its member agencies, the Burbank-Glendale-Pasadena Airport Authority (“Authority”) has conveyed these concerns to the Federal Aviation Administration (“FAA”). Copies of this correspondence are enclosed for your review.

As you will see, the Authority has asked the FAA to minimize the quality of life impacts these overflights are having on local area communities. The FAA has responded that flight procedures from BUR remain within the same historical flight paths that existed prior to the implementation of the Southern California Metroplex - see attached August 16, 2019 letter from Regional Administrator Raquel Girvin. However, the Authority is mindful that some homeowners believe that departing flights from BUR are drifting south, and a Landrum & Brown study commissioned by the Authority (available at www.hollywoodburbankairport.com) provides support for that belief.





What Happened?

FAA and BUR had a plan in **2018** to pull flight tracks back over the 101...as they make their turns to 210 degrees and subsequently to 270 degrees.

“At this point FAA is interested and willing to participate with Landrum and Brown in the final public meeting. This could provide an ideal place for them to dovetail into the work that L&B has done and should be a message that is very well received by the Studio City residents in particular as **FAA confirmed that the intent of the new procedure is to pull flight tracks back over the 101 and 405 freeways as they make their turns to 210 degrees and subsequently to 270.**”

6/20/18 email from BUR's Mark Hardyment to John Hatanaka, Patrick Lammerding and Maggie Martinez.





Devastating Impacts

This new, narrow, low-altitude, NextGen flight path over the **New Community** has unleashed devastating noise, pollution, and fire risk impacts.

- ✓ The path is **narrower** than before, without dispersion, bombarding a **never - before** affected community (**up to 15 miles away**) with hundreds of low flying planes per day.
- ✓ Airplanes are flying at lower altitudes, causing greater **noise** and **pollution**.
- ✓ The flight path goes over raised terrain, which is an elevated **fire risk**.





Webtrak Example



<https://youtu.be/35oREC9e384>





3000 FT Mixing Level

The rising terrain of the **New Community** puts it **BELOW** FAA's safety ceiling of 3000 feet, which exposes everyone to greater air pollution.

BELOW 3000 FEET

Below 3,000 feet above ground - the pollutants descend directly to the ground or into the human body.



ABOVE 3000 FEET

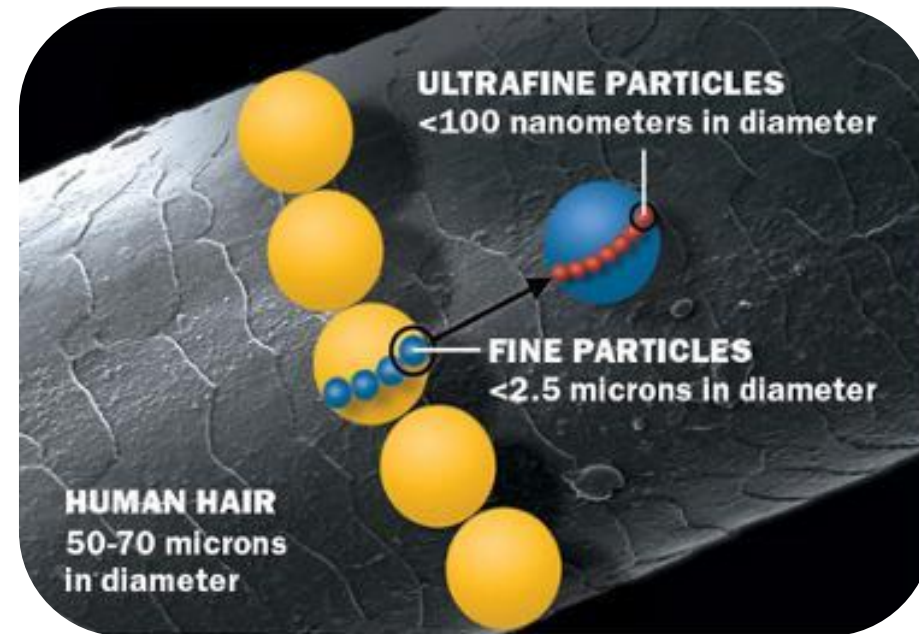
Above the 3,000 Mixing level pollutants are deemed to mix with the upper atmosphere and have less of an impact on people/environment.





Airplanes emit Ultrafine Particles

“[E]arly analysis of data collected in the Sea-Tac study suggest there are elevated ultrafine particles **along aircraft pathways.**”



- Department of Environmental & Occupational Health Sciences at the University of Washington Study





Ultrafine Particles Are Unhealthy

Studies prove, and our community has given hundreds of testimonials to support, negative health effects of ultrafine particles.

USC 2019 Study: Researchers found “...inhaling UFPs led to higher inflammation in the blood of adults with asthma” after very short exposure.

Lead researcher, Dr. Rima Habre also noted in an interview “The current body of research that has found **ultrafine particles to be much more toxic** than the larger sizes of particulate matter...”





Planes Shorten Life

A 2018 study on a NextGen path over Queens, NY found that: **1 YEAR** of a person's life was shaved off due to the noise and health impacts of living under a NextGen path.



*Peter Muennig, MD. Author of 2018 Study





FAA Noise Modeling

The FAA has shown in past projects across the country that they do not account for noise impact or terrain when planning new flight paths.

● **“The FAA does not use noise monitoring to validate its modeling tools on an individual project basis ...”**

- Response to Recommendations from the SJC Ad Hoc Advisory Committee on South Flow Arrivals, May 2019, page 12

● **The FAA’s noise model failed to even consider the rise in terrain/mountains.**

- Draft Environmental Review for Slapp 2 and Orosz 3, pg. 22-23.

● **Doppler Effect & Echo Impact Ignored**





Protected Parks

Even Raquel Girvin acknowledges “**that different criteria as yet undefined are needed for noise-sensitive areas** within national parks, national wildlife refuges and historic sites...where other noise is very low and a quiet setting is a generally recognized purpose and attribute.”





Noise Impacts

- Airplane Noise Increases Risk of Cardiovascular Disease.
 - Residential exposure to aircraft noise and hospital admissions for cardiovascular diseases: BMJ 10/2013
- There are proven associations between chronic aircraft noise exposure and hypertension in adults.
 - Aviation Noise Impacts: State of the Science, Noise & Health Journal, 2017 Mar-Apr.
- Undisturbed sleep is a prerequisite for high daytime performance, well-being and health. Aircraft noise can disturb sleep and impair sleep recuperation.
 - Aviation Noise Impacts: State of the Science, Noise & Health Journal, 2017 Mar-Apr.





FAA Hiding **Harmful Impacts**

The FAA has been conducting a new survey on **Noise** at 20 airports across the country for **YEARS...**and has yet to make the findings public. **WHY?**

Confidential Airports Council Presentation on the FAA's results:

- ✓ "Indications that the survey results will show...Communities are significantly impacted by noise in areas beyond the 65 DNL."
- ✓ "Found that aircraft noise annoyance is higher today than shown in previous studies."
- ✓ "Particularly true at airports which underwent an ABRUPT CHANGE."



Noise Readings

Aircraft flying over the **New Community** regularly assault residents with sound levels of **74 - 79 dB**, as recorded on a professional- grade NTI Analyzer with class-1 M2230 Microphone.

“Significant noise is defined as Day Night Average Sound Level (DNL) **65 decibels (dB)**”
- FAA





Long Term **Solution**

FAN OUT

Fan Out departures across a wider area to distribute jet noise.

ASCEND

Ascend faster to minimize low-altitude jet noise and toxic exhaust.

INCLUDE

Include SFV Community in solving the problem.

RESTORE

Restore Original flight paths that shared impact of SFV jet noise fairly.

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Task Force Has the Tools

FAA Comments

- Once the RNAV procedure was published during Metroplex, the number of pilots who used the RNAV procedure gradually increased. When these pilots selected the FMS autopilot to fly the aircraft, the flight path became more concentrated than the flight path of a conventional SID
- VNY departures are independent of BUR. ATCT releases departures between VNY and BUR one at a time.



Page | 32

- ✓ A **Moratorium** on the Flight Management System by the Airlines (as it may be contributing to this problem)
AND
- ✓ Dan Feger's **Interim Solution** can fix this problem **NOW**.





Interim Solution

Former Executive Director Dan Feger's specific solutions accomplish FAIR's agreed upon principles and goals.

Let's listen.



*Dan Feger, Fmr. Exec. Dir. BUR AIRPORT





A STRATEGY TO DEVELOP
**MEANINGFUL
RECOMMENDATIONS**
FOR **NOISE RELIEF**

DAN FEGER

(former Exec. Dir.
Hollywood
Burbank Airport)

Solution: Three Operations



Operation TWIST

Identify interim measures that can be implemented quickly to provide noise relief for affected communities



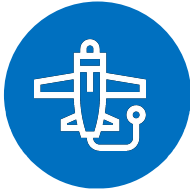
Operation QUIET

Understand what has caused the problem that has plagued the communities south of the Hollywood Burbank Airport for the last 2.5 years



Operation JETNOISE

Identify permanent measures that can be implemented to minimize noise impacts (present / future) and restore the noise to its historic location



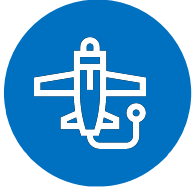
Operation **TWIST**

“Turn West Immediately and Spread Tracks”

OPERATION TWIST is a list of 6 interim measures using existing FAA procedures that result in aircraft climbing as fast as practical and making the turns to the west before crossing the 101 freeway.

- Can be implemented **NOW**, before completion of environmental studies
- Implementation of this phase of the strategy would “twist” the aircraft sooner to the west over pre-NextGen historical flight tracks, to avoid sending aircraft south over communities on or below the Santa Monica Mountains.
- Because weather, payload, and aircraft performance characteristics all affect how and when an aircraft reaches a specified altitude, this would continue to provide a fanning out or dispersal of flights as they turn to the west.

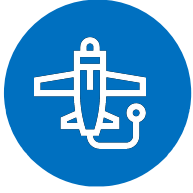




Operation **TWIST**

INTERIM MEASURES

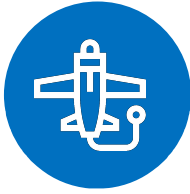
- 1: Ask FAA to conform to already-existing FAA policy of establishing minimum vectoring altitude ("MVA") using 1000' above obstacles for non-mountainous areas (vs 2000' for mountainous areas) and revise the MVA chart as necessary.
- 2: Ask ATC to expedite delivery of vectors as soon as the aircraft reaches the revised MVA.
- 3: Ask ATC to instruct aircraft to immediately execute the turn to the west as soon as the radar vectors are provided.



Operation **TWIST**

INTERIM MEASURES (CONT'D)

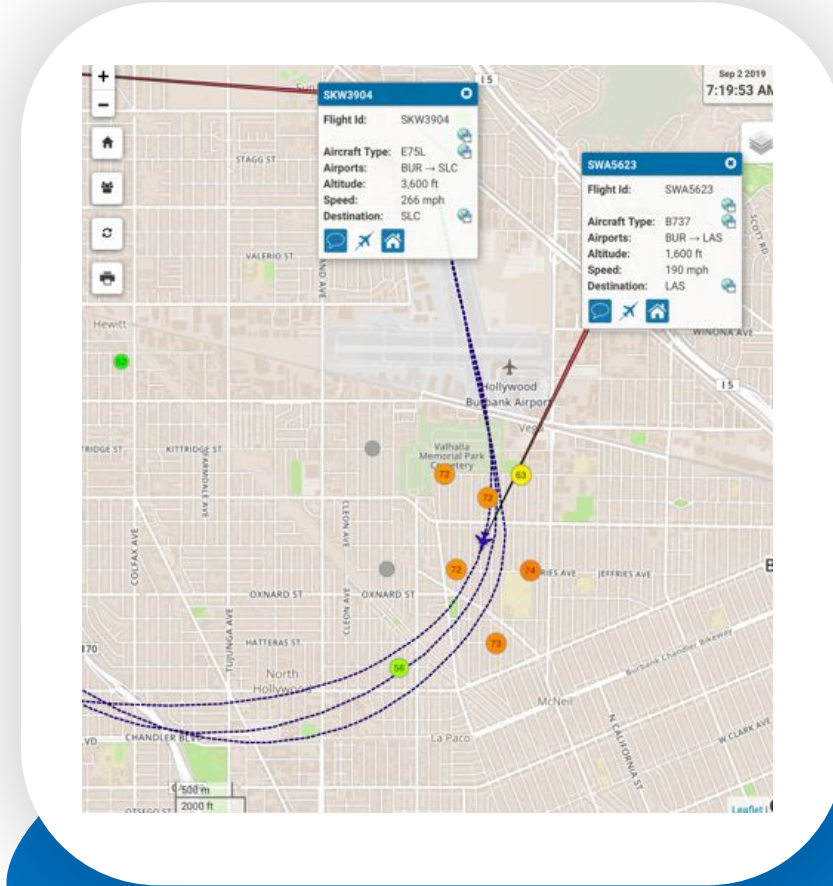
- 4: Ask the FAA to issue a NOTAM to initiate the turn from the 210° heading as soon as physically possible with the objective to be able to turn to the west before crossing the 101 freeway.
- 5: Ask the FAA to issue a NOTAM to establish a higher minimum climb rate to reach the revised MVA sooner.
- 6: Ask the airlines to use a higher climb rate to ascend to the revised MVA as soon as physically possible with the objective to be able to turn to the west before crossing the 101 freeway.



Operation **TWIST**



The FAA and airlines are already twisting **SOME** flights to the west.





THANKS

