



STUDIO CITY FOR QUIET SKIES

**INTERIM & PERMANENT
SOLUTIONS
FOR JET NOISE RELIEF
IN THE SOUTHERN SFV**



WHO ARE WE?



STUDIO CITY FOR QUIET SKIES

- We represent concerned residents** of not only Studio City, but also Sherman Oaks, Encino, Toluca Lake, Mulholland Corridor, Bel Air and Beverly Hills who are the victims of FAA and airline changes in Metroplex-driven operating procedures for Runway 15 departures.
- We raised awareness** of **FAA Proposed Departure Procedures, SLAPP TWO and OROSZ THREE** that would make permanent and worsen noise issues.
- We are the “NEW Community”** that FAA says should not be the recipient of relocated noise. **FAA admitted to moving the path south** over our “New Community” from the historic, dispersed path. We are also the **“FIRST Community”** to **receive** a BUR **focused, half-mile wide path**.



OUR MOST URGENT NEED IS **INTERIM RELIEF NOW**

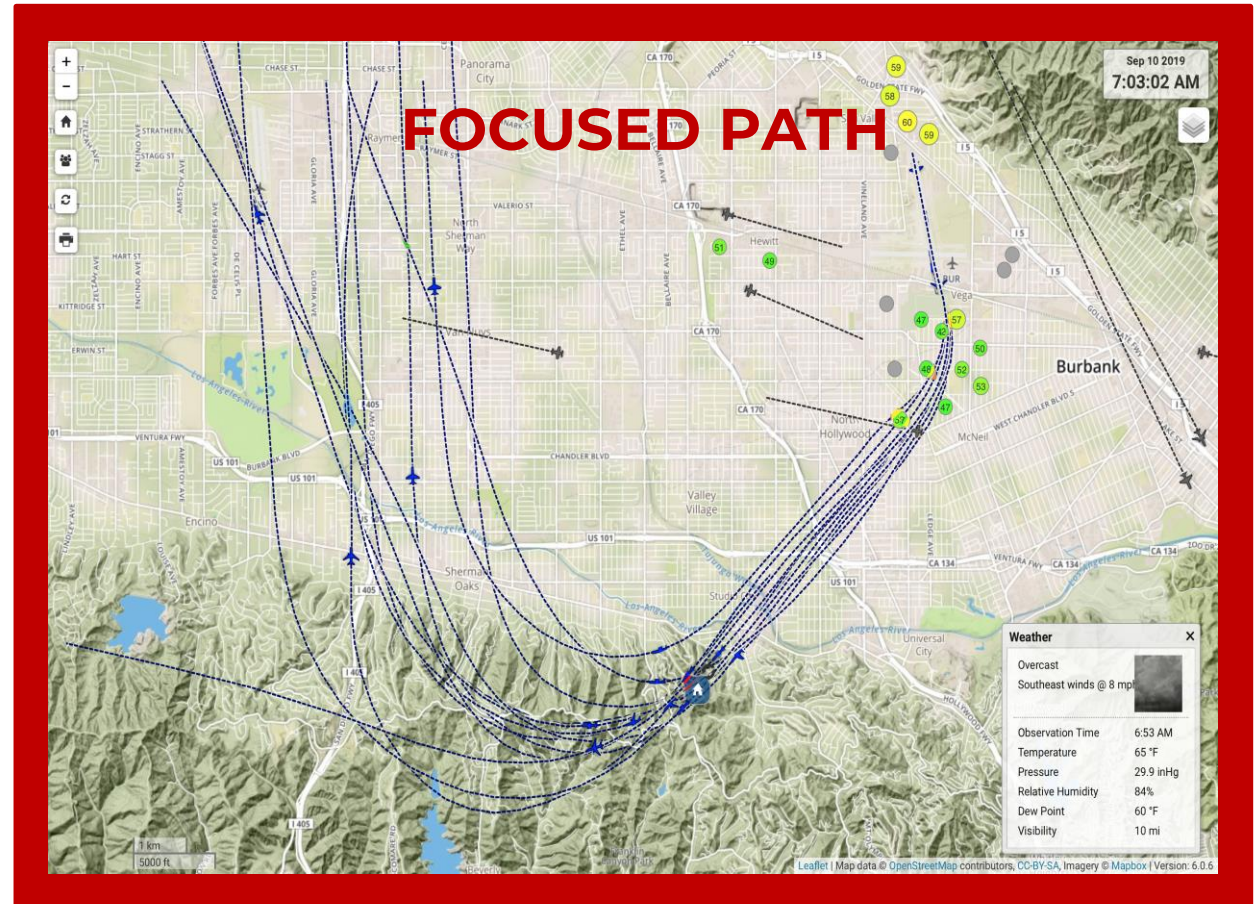
LONG-TERM RELIEF IS **YEARS AWAY...**

- The **Environmental Assessment (EA)** will take - at a minimum - TWO more years.
- **Public Scoping**, called for by the **LA City Attorney**, is a **necessary component** that will make the EA process more **FAIR**, but will also further extend the wait for obtaining long-term relief.
- We **APPLAUD** the **LA City Attorney's** separate **DEMAND** for **INTERIM RELIEF**. He knows that **WE CAN'T WAIT!**

WE NEED INTERIM RELIEF

FAA CONCENTRATES ALMOST ALL AIRCRAFT OVER SANTA MONICA MOUNTAINS & FOOTHILLS

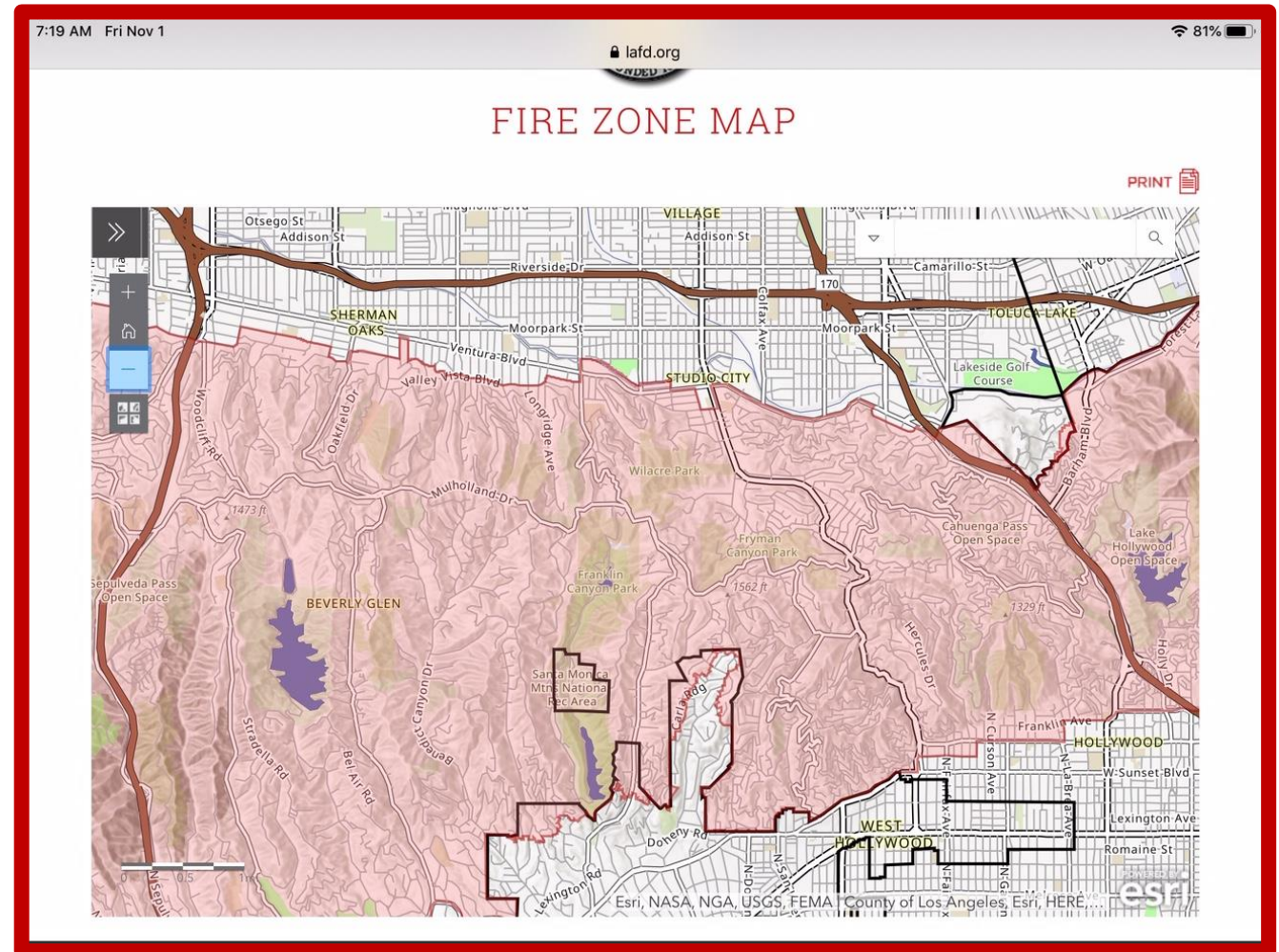
- Most FAA SoCal TRACON controllers allow **aircraft** to fly along a 210-degree heading **for miles** above the Santa Monica Mountains -- **before giving vectors** to turn.
- **Airlines** use on-board **FMS** with **GPS** navigation equipment to fly in a **precise**, predictable, narrow, **half-mile wide corridor**.
- This is **not historic** pre-Next Gen practice.
- This **targets** the “**New Communities**” we represent.



WE NEED INTERIM RELIEF

REASONS TO AVOID FOOTHILLS AND MOUNTAINS

- Flight paths should remain **1 NM north of rising terrain** and foothills.
- **LAST WEEK'S CATASTROPHIC FIRES:** location that jets **overfly up to 200 times per day. VERY HIGH FIRE HAZARD SEVERITY ZONE**
- For 3 days FAA **STOPPED** using **Runway 15** – **FAA CAN DO IT!**
- **Santa Monica Mountain Parklands:** designated **4(f) noise-sensitive area.**
- **Noise impacts are exacerbated** over highly **elevated terrain.**
- Jets are lower over **high mountain elevations** – **worsens negative air quality.**

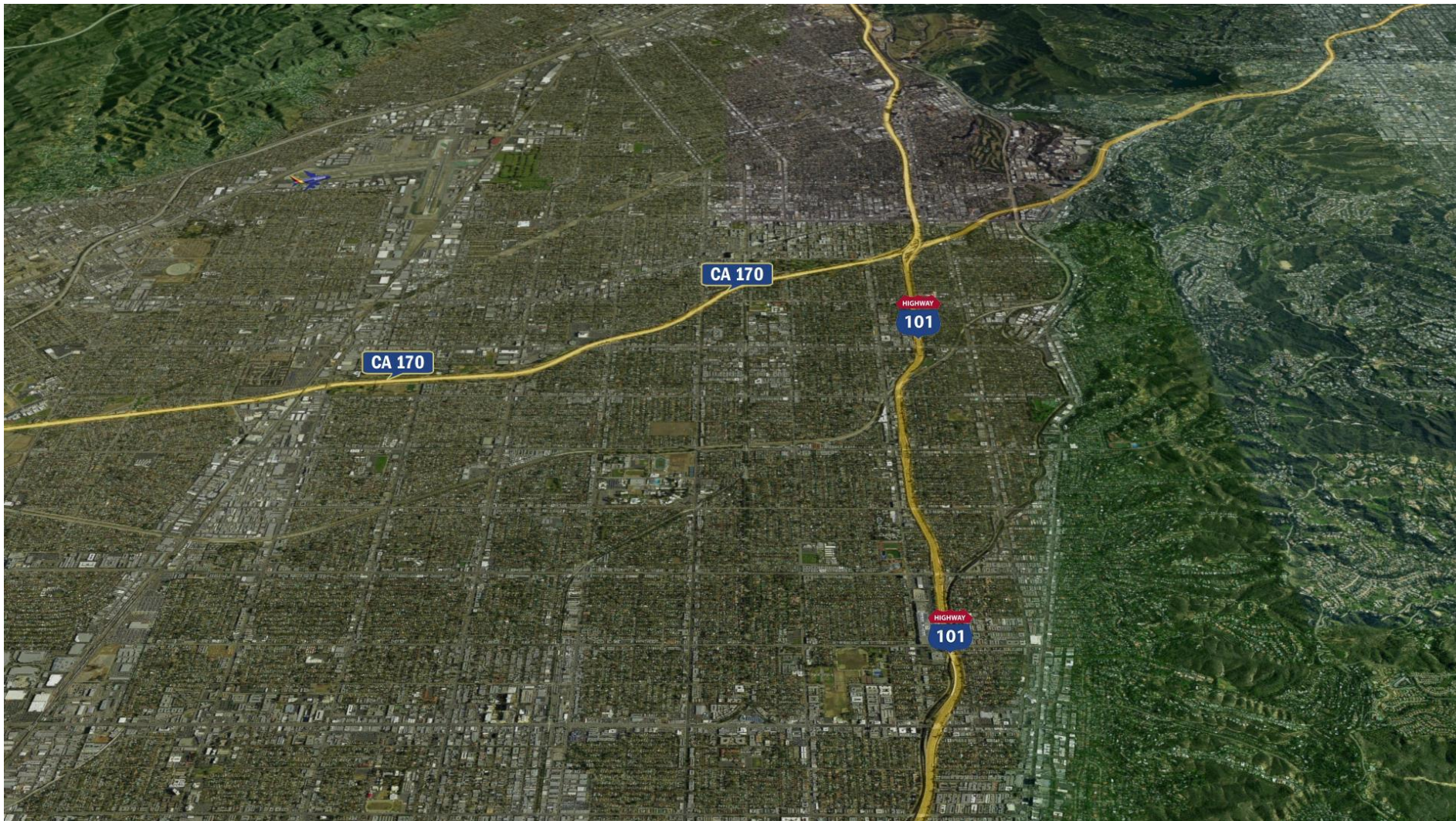


LAFD New Fire Map
New Community in the thick of it!



WE NEED INTERIM RELIEF

HISTORICAL PATH VS CURRENT PATH

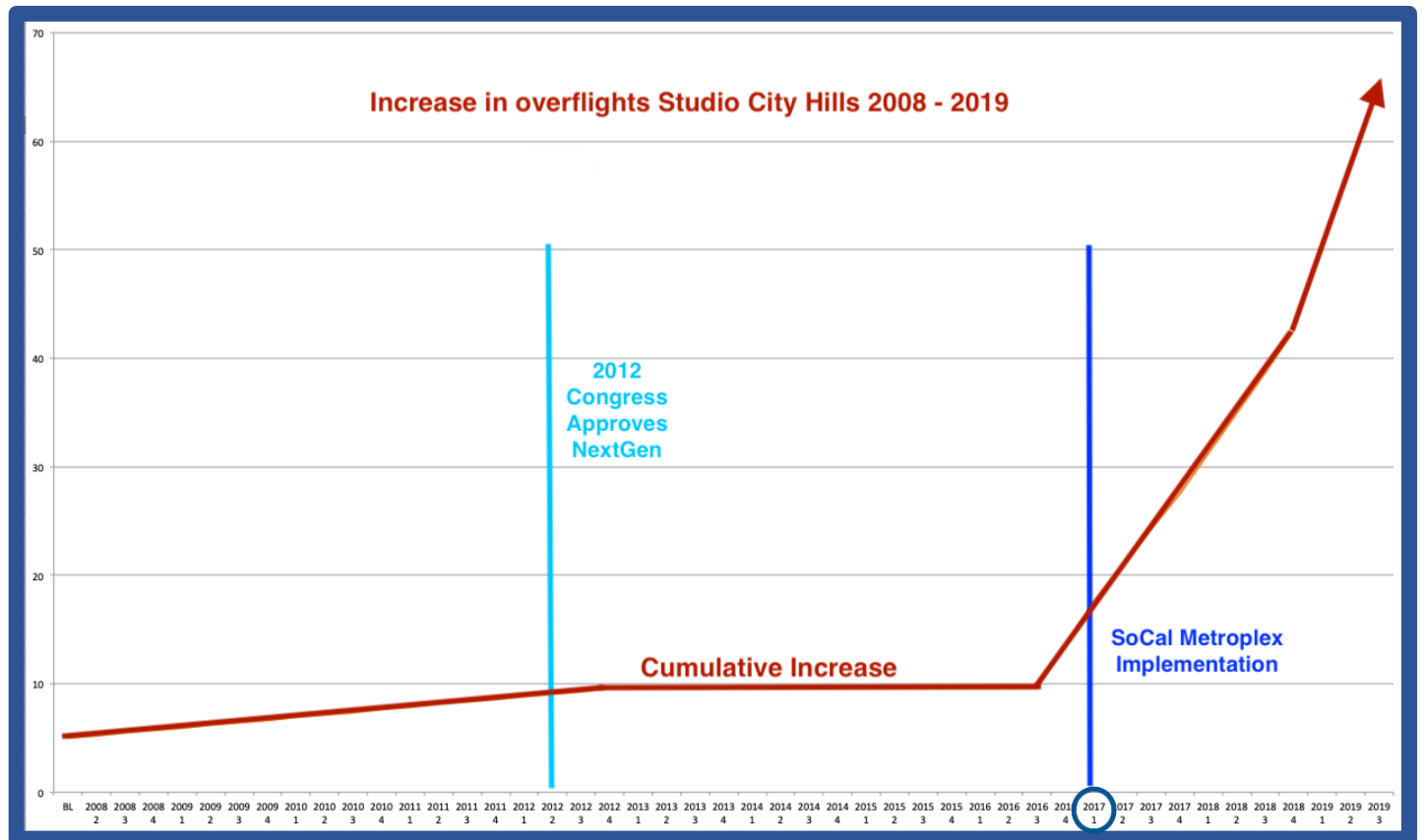




WE NEED INTERIM RELIEF

LANDRUM & BROWN STUDY PROVES FLIGHTS **SUDDENLY** SHIFTED SOUTH

This **graph** taken from **data** from the Landrum & Brown Study, **broken down by quarter** rather than presented over a 10-year period, shows that the **major NOISE increase** occurred **SUDDENLY** at the same time **SoCal Metroplex** was implemented in 2017, not over 10 years' time. It was not "gradual."





WE NEED INTERIM RELIEF

FAA **ADMITS** SOUTHERN SHIFT BUT DENIES RESPONSIBILITY

- FAA claims controllers are “handling aircraft in the immediate airport environment the same way they always did.”
- FAA **denies delaying issuance of vectors** to turn, yet FAA **ADMITS** to “southern shift.”

*FACT: One-minute **delay** = **four additional miles** traveled **SOUTH** along the 210 heading before initiating turn.*

- FAA blames “southern shift” on increases in BUR operations... **BUT 2007 ALL-TIME PEAK** in **flight activity did not trigger public outcry.**

*FACT: 2007 = **138 Noise Complaints** for the **ENTIRE YEAR** at **PEAK** Operations
2019 = **251,510 Noise Complaints** in **FIRST QUARTER ONLY***

- FAA cannot explain **why SOME jets turn before 101 freeway** while **MOST** turn after crossing **Ventura Blvd**, and many turn after Mulholland.

INTERIM RELIEF

CAN BE IMPLEMENTED **NOW**

OPERATION *TWIST*: “Turn West Immediately and Spread Tracks”

Presented by Mr. Dan Feger at 9/11 Task Force Meeting

FAA CAN PROVIDE IMMEDIATE RELIEF WITHOUT THE NEED TO CREATE NEW PROCEDURES

FAA CAN:

- **TWIST** aircraft **sooner** over pre-NextGen **historical, fanned-out** flight tracks (north of 101 freeway) without changing its historic procedures. **Coincides with the City Attorney’s recent demands.**
- **TWIST** aircraft **sooner** simply by **giving vectors to turn** as soon as the departing aircraft reach a **safe altitude**, as low as 1000 feet above non-mountainous terrain. Use DVA. Only 1,000 feet vertical separation between aircraft required.
- **TWIST** aircraft sooner by **increasing rate of climb.**
- **TWIST** departures sooner without waiting for a lengthy EA process and potential ongoing litigation.

GET JETS UP AND OUT OF THE VALLEY

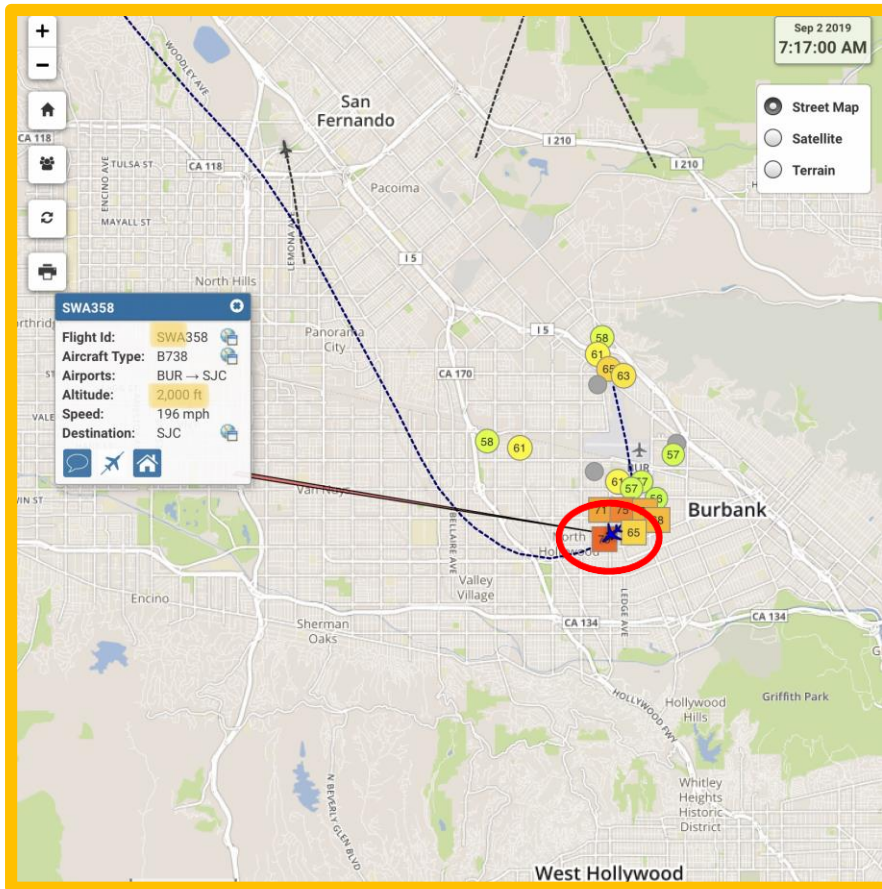


Operation
TWIST

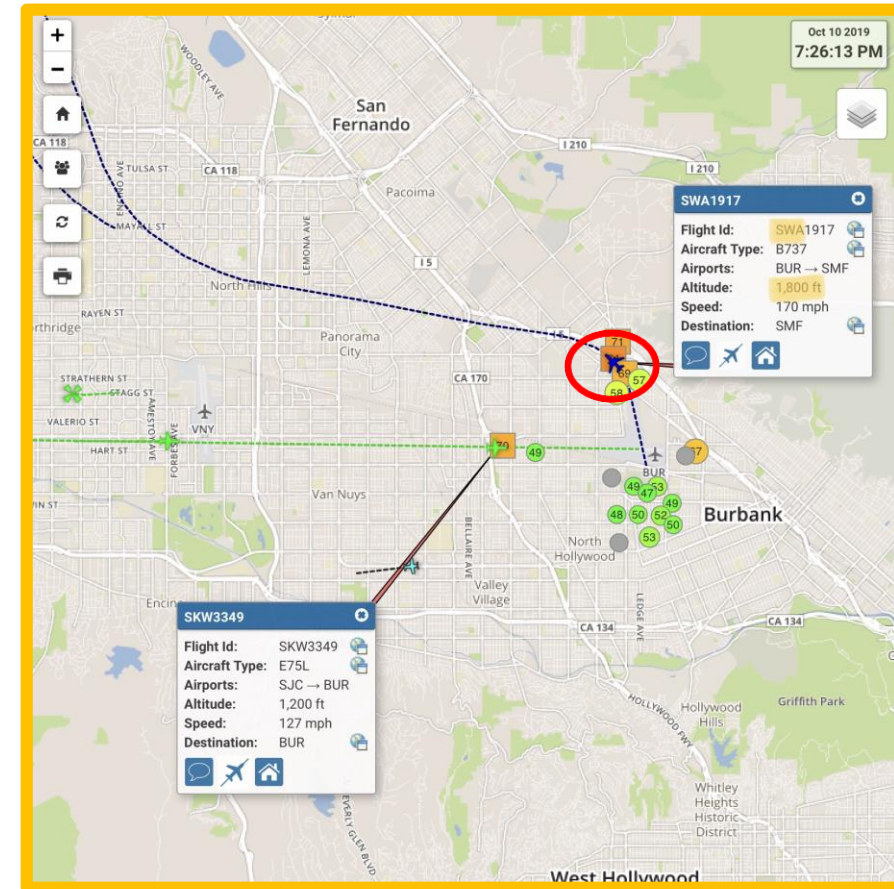
INTERIM RELIEF AVAILABLE

FAA ALREADY **TWISTS** SOME DEPARTURES

Some FAA SoCal TRACON controllers occasionally already TWIST aircraft departures from Runway 15 and 33 as soon as they reach safe altitudes, as low as 1800 feet AMSL.



South from Runway 15 – SWA jet vectored in a tight turn at **2000 feet AMSL**



North from Runway 33 – SWA jet vectored in a tight turn at **1800 feet AMSL**

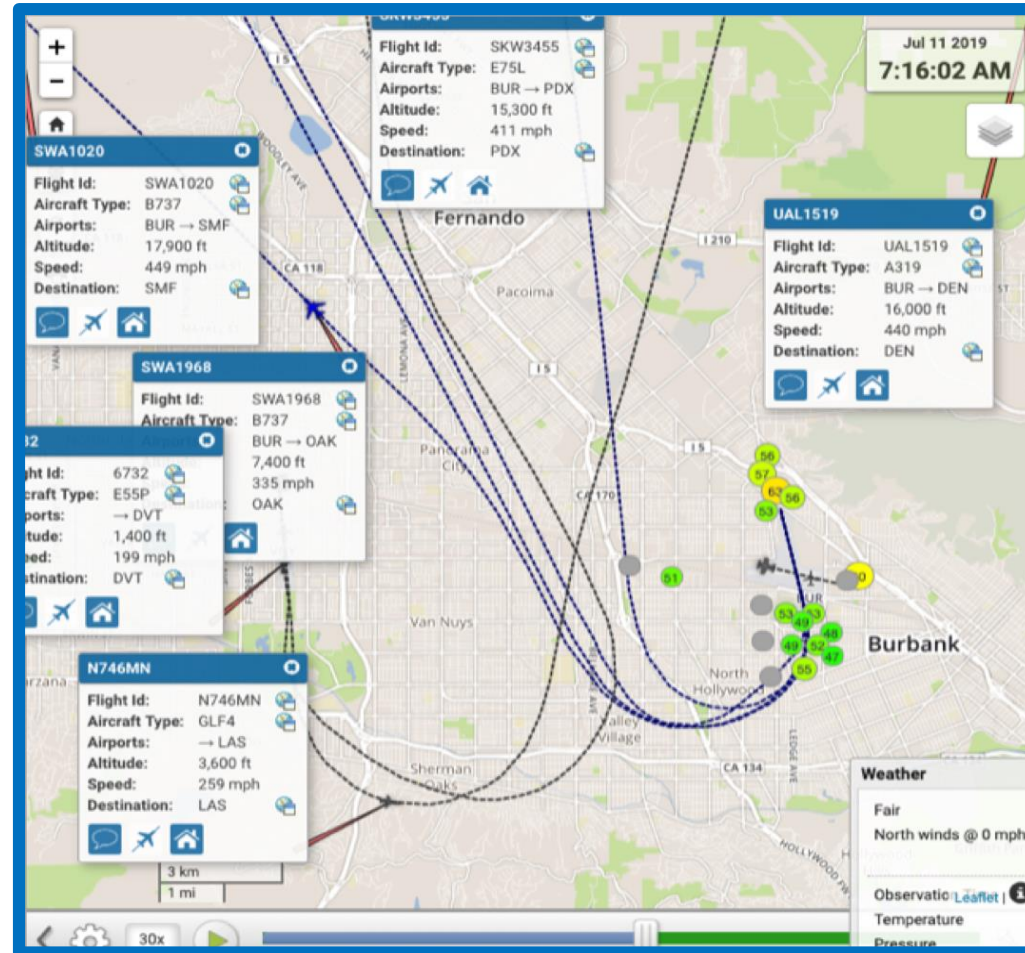
*Note arrival at same time as northern departure of close lateral proximity



INTERIM RELIEF AVAILABLE

FAA ALREADY **TWISTS** SOME DEPARTURES

Environmental Assessment not necessary to **TWIST** aircraft **UP AND OUT OF THE VALLEY**

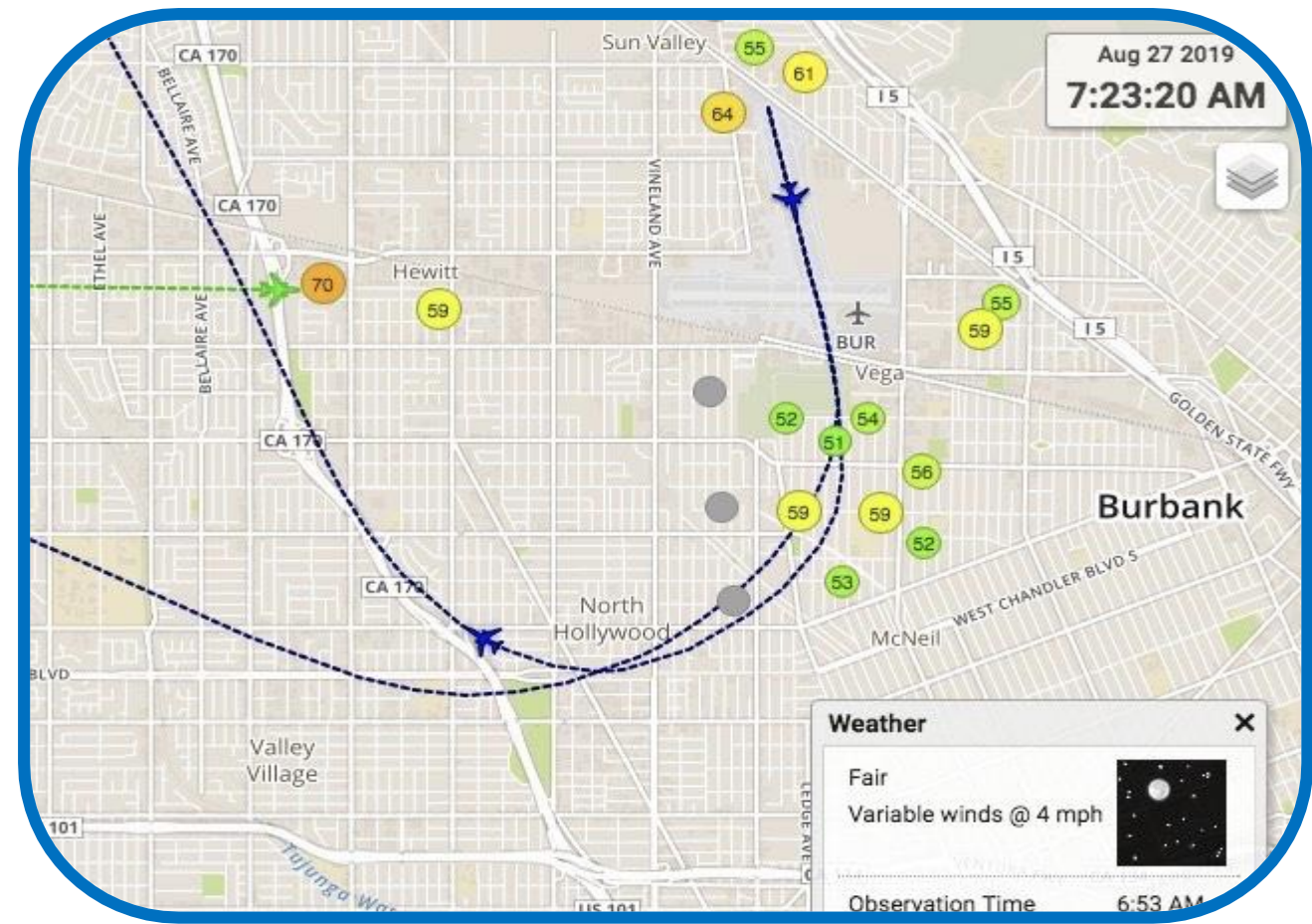


7/11/19 – Multiple SWA, United, SkyWest
& VNY Aircraft; SLAPP & OROSZ



INTERIM RELIEF AVAILABLE

FAA ALREADY **TWISTS** SOME DEPARTURES
UP AND OUT OF THE VALLEY!

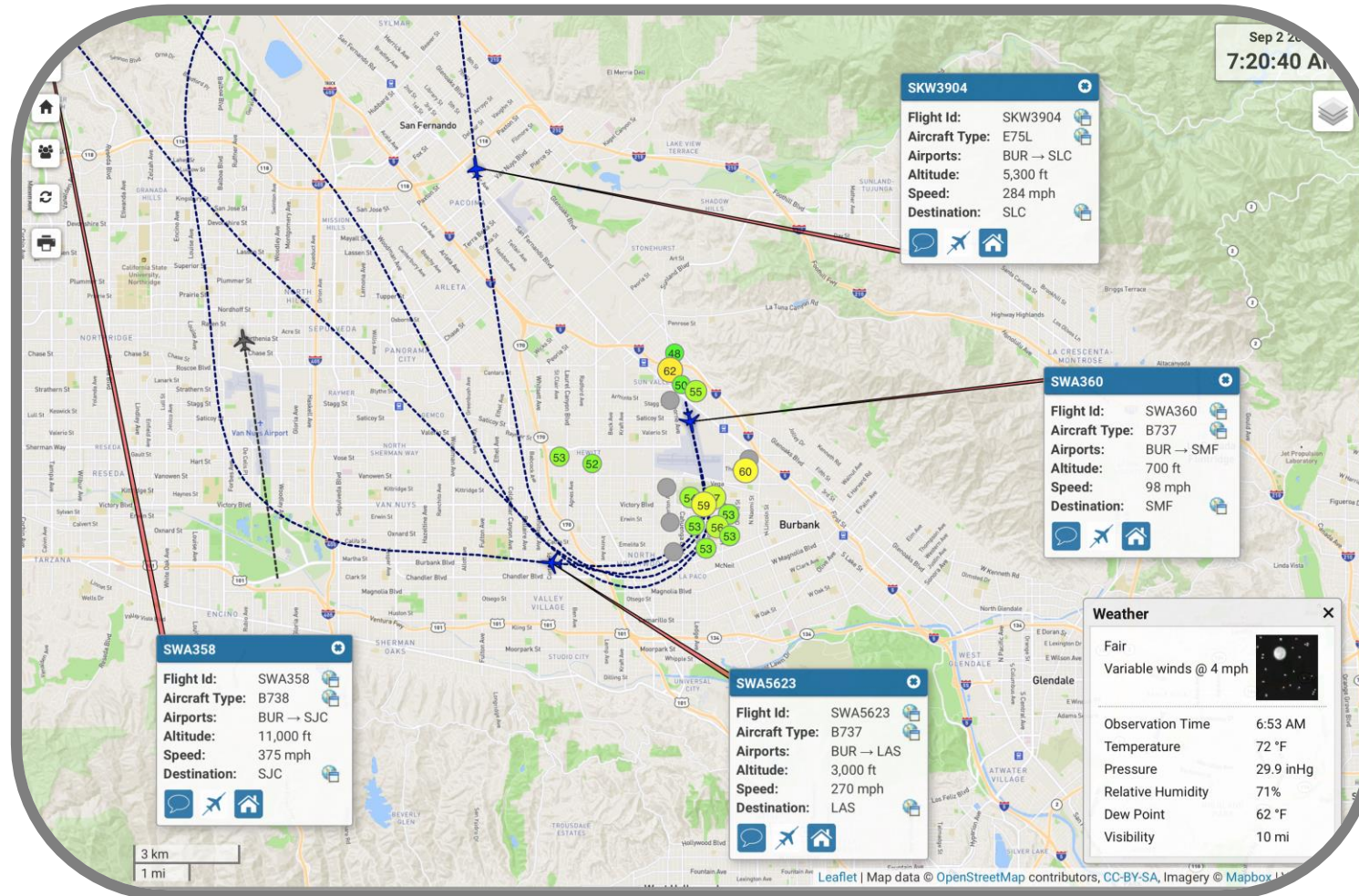


8/27/19 – Well-north of 101 along 170 Freeway



INTERIM RELIEF AVAILABLE

FAA ALREADY **TWISTS** SOME DEPARTURES
UP AND OUT OF THE VALLEY!



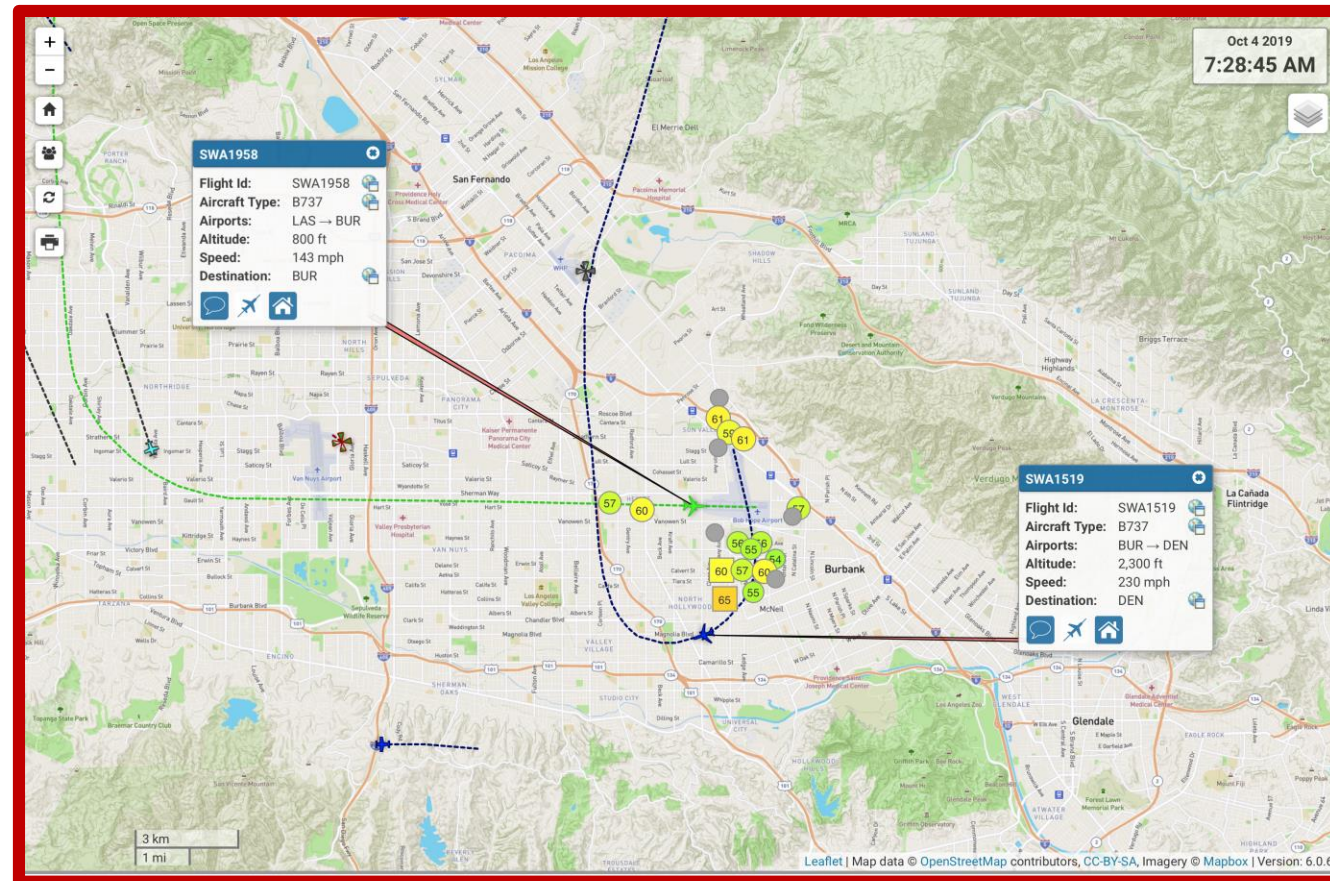
9/2/19 – SWA360, 358, 5623 & SKW 3904 all well north of 101 Fwy



INTERIM RELIEF AVAILABLE

FAA ALREADY **TWISTS** SOME DEPARTURES

UP AND OUT OF THE VALLEY!



10/4/19 – SWA1598

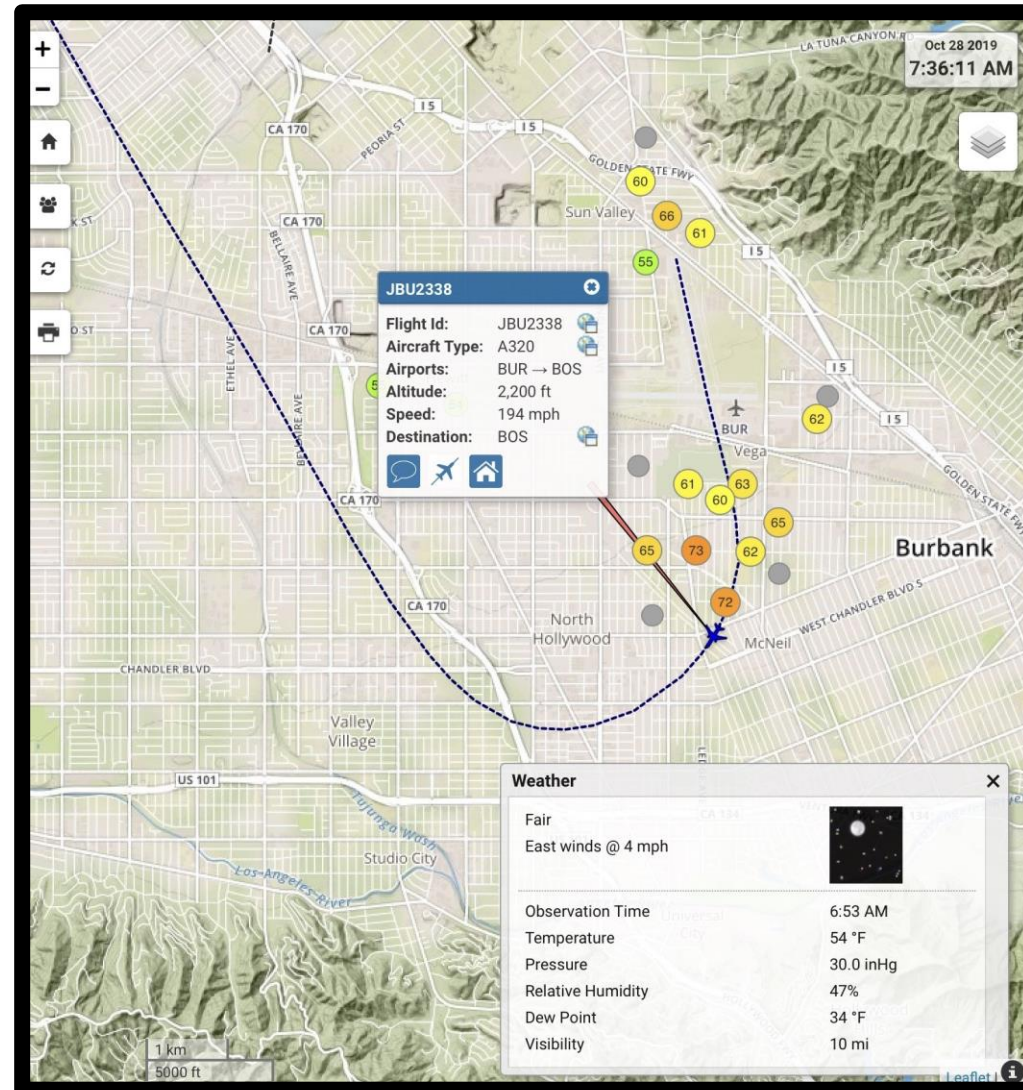
Note: arrival separation not an issue



INTERIM RELIEF AVAILABLE

FAA ALREADY **TWISTS** SOME DEPARTURES

**GET UP AND
OUT OF THE VALLEY!**



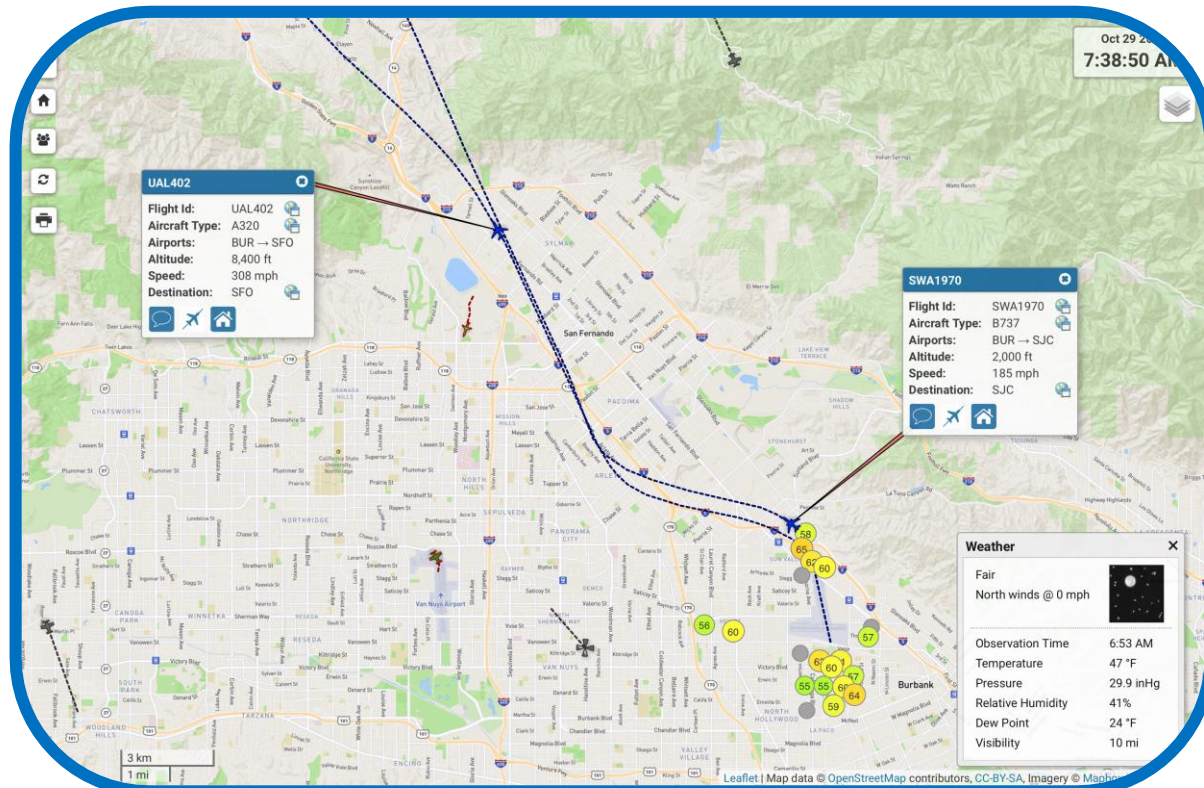
10/28/19 – JetBlue2338

- Airbus 320
- Heavy with fuel
- Cross-country flight
- Tight turn along 170 freeway.

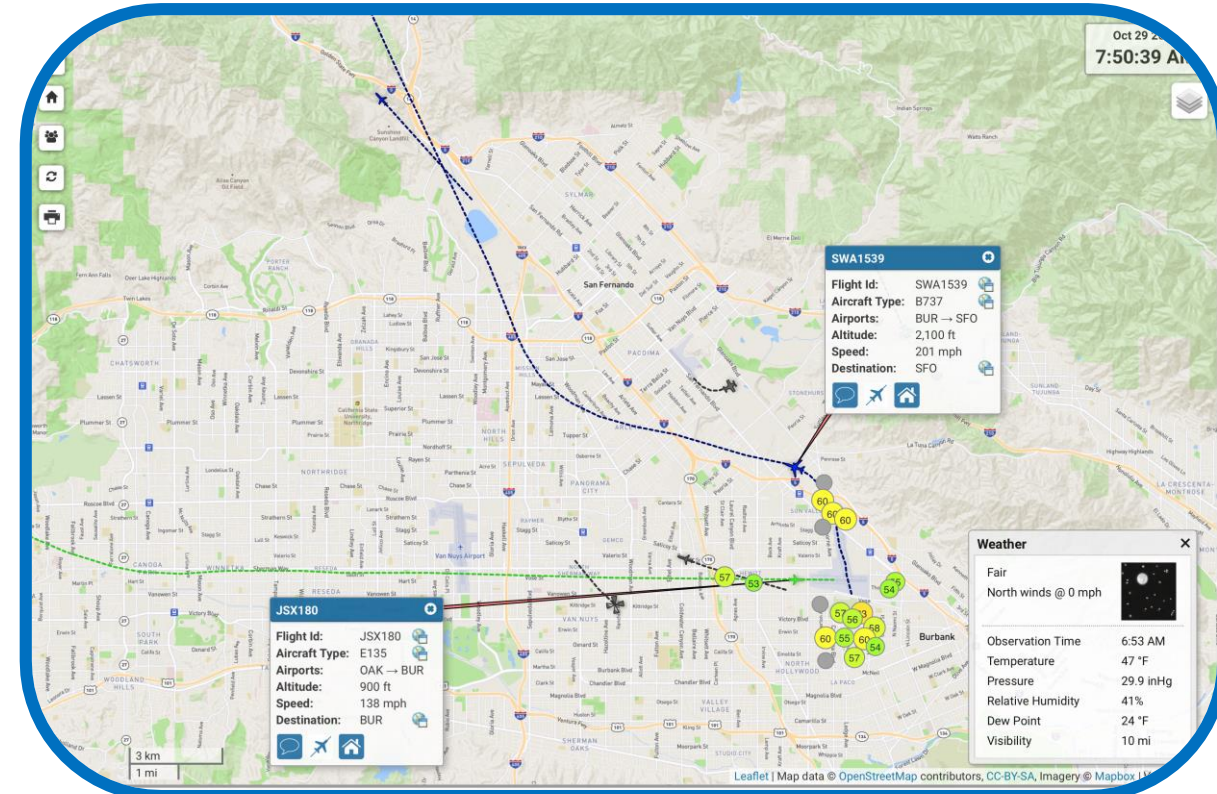
INTERIM RELIEF AVAILABLE

USE RUNWAY 33 - NORTHERN DEPARTURE

Existing Procedure – Environmental Assessment Not Necessary



10/29/19 – SWA & United
 Less noise impacts over flat terrain



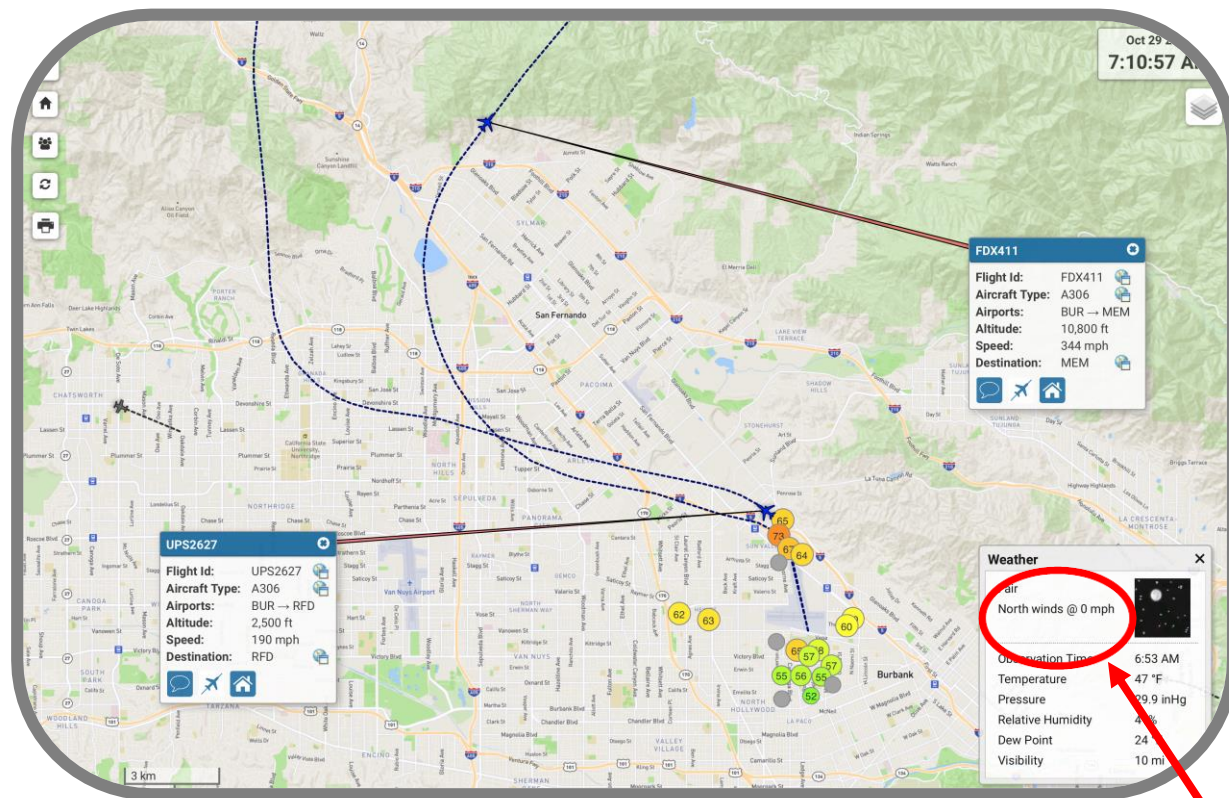
10/29/19 – SWA
 Same time as arrival – separation not an issue



INTERIM RELIEF AVAILABLE

USE RUNWAY 33 - NORTHERN DEPARTURE

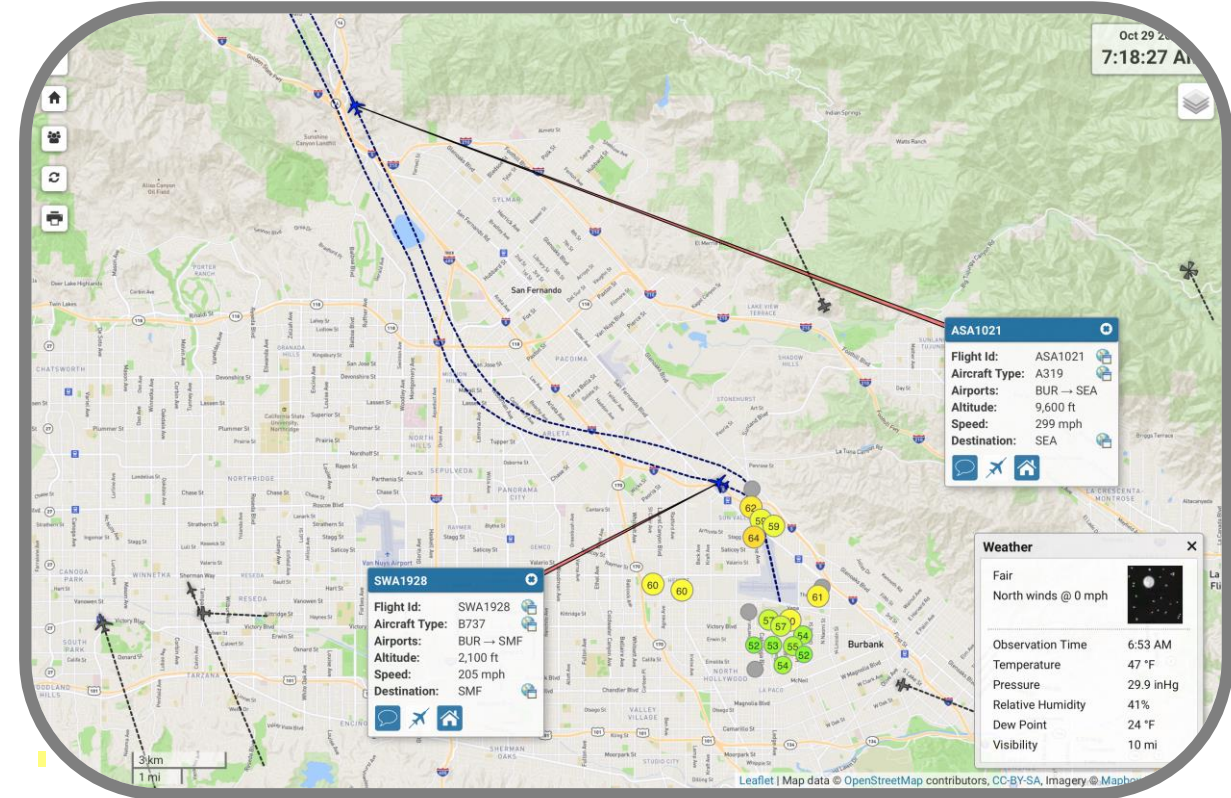
Does not require headwind. More efficient path to SLAPP AND OROSZ.



10/29/19 FedEx & UPS

Heavy jets with quick ascent even without favorable winds

Winds = 0 mph

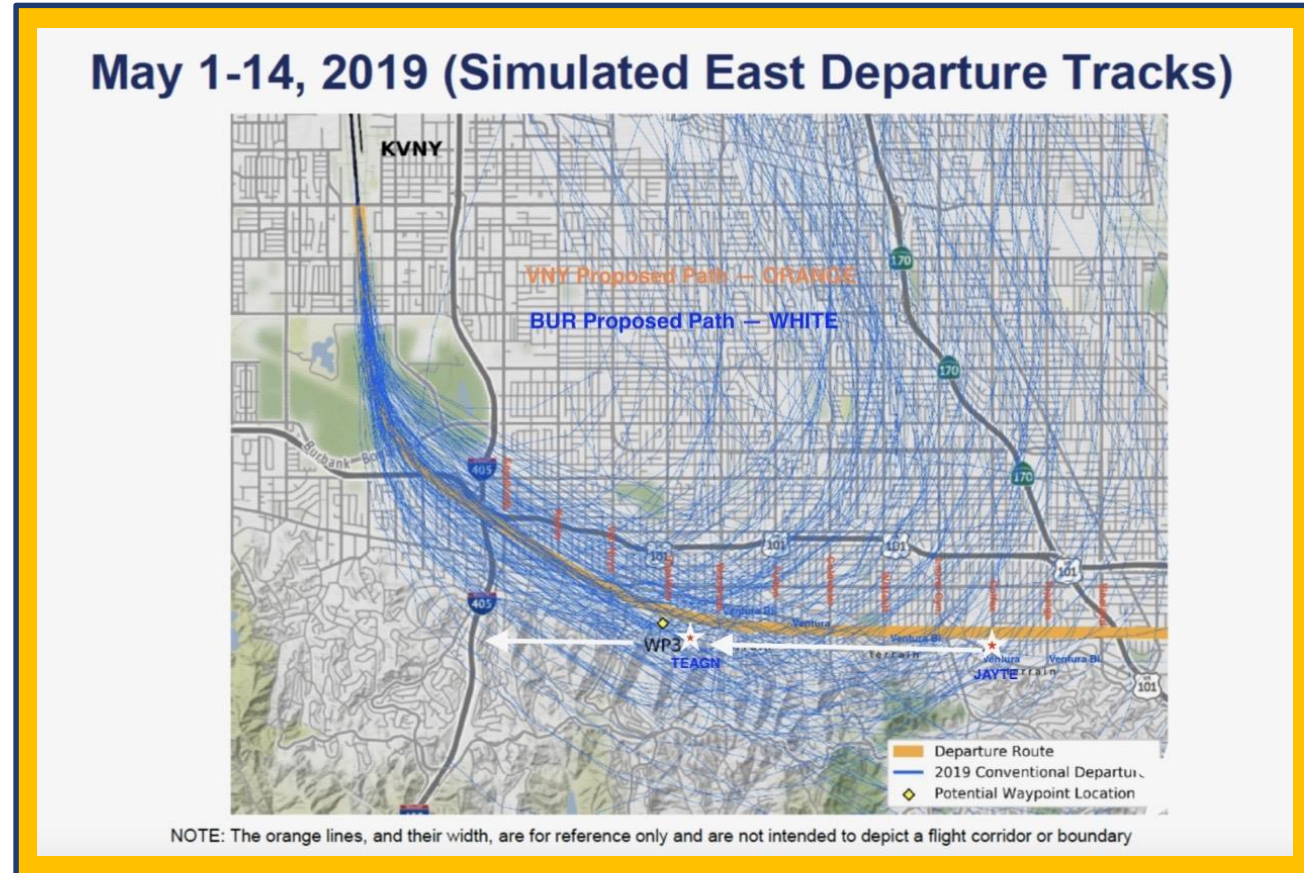


10/29/19 – SWA & ALASKA

Quick ascent and turn at 2100 feet

FAA'S REGIONAL LONG-TERM PLAN IS NOT A SOLUTION

- FAA's proposed revised RNAV departure procedures for VNY would **overfly the same area** as BUR Proposed Procedures, prior to completion of the BUR EA, and despite **massive public outcry**.
- FAA's departure proposals for both Airports would create a permanent **"double-decker" super-highway** "noise corridor" over Ventura Blvd and the Santa Monica Mountain foothills, a noise sensitive area.
- **One nautical mile deviation** creates further **spillover** into many neighborhoods.



**DOUBLE-DECKER SUPERHIGHWAY
BUR AND VNY PROCEDURES**



FAA'S REGIONAL LONG-TERM PLAN IS NOT A SOLUTION

FAA's Proposed Procedures for BUR would create JAYTE and TEAGN Waypoints over Ventura and Valley Vista Blvds.

Ventura Blvd should not become, and never was, a noise corridor!

FAA's proposals for both Airports would not represent pre-Metroplex historic noise tracks, going back before 2012 launch of NextGen.



The heart of our community

THREE LONG-TERM ALTERNATIVES

ALL SOLUTIONS INCLUDE **DISPERSAL**

1

RETURN TO HISTORIC, DISPERSED, PRE-METROPLEX FIGHT TRACKS

2

RUNWAY ROTATION – JETS DEPART IN ALL DIRECTIONS

3

OPERATION JETNOISE



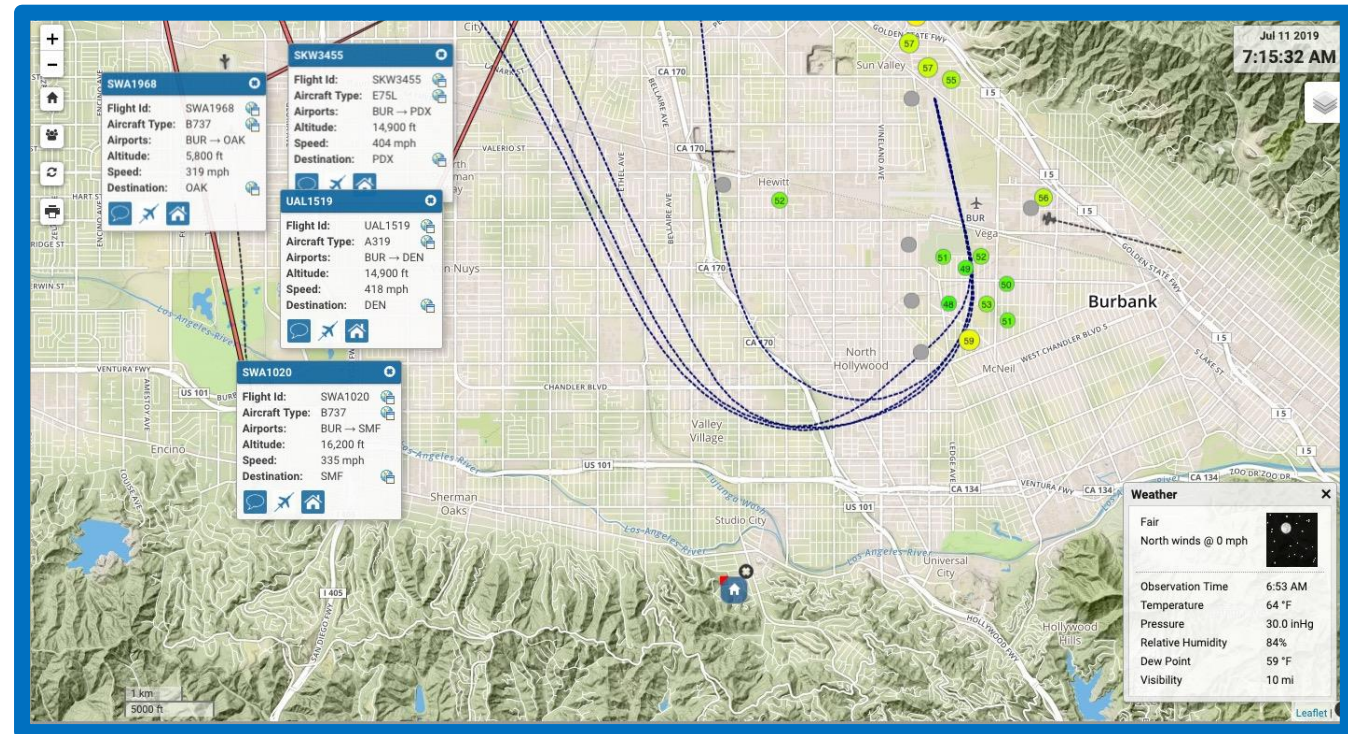
LONG-TERM ALTERNATIVES

ALL SOLUTIONS INCLUDE DISPERSAL

1

RETURN TO HISTORIC, DISPERSED, PRE-METROPLEX FLIGHT TRACKS

- Make **TWIST** a permanent solution.
- Los Angeles **City Attorney** advocates the **return to Historical pre-Metroplex** path to correct the **“erroneous southern shift.”**
- **TWIST** most nearly **reflects historic** practices and historic noise impact areas.
- **Ascend faster** – increase Rate of Climb.
- FAA to **issue vectors** to turn as **soon** as aircraft reach a safe altitude (1,000 feet above non-mountainous terrain).
- FAA to **FAN-OUT** aircraft prior to turn.





LONG-TERM ALTERNATIVES

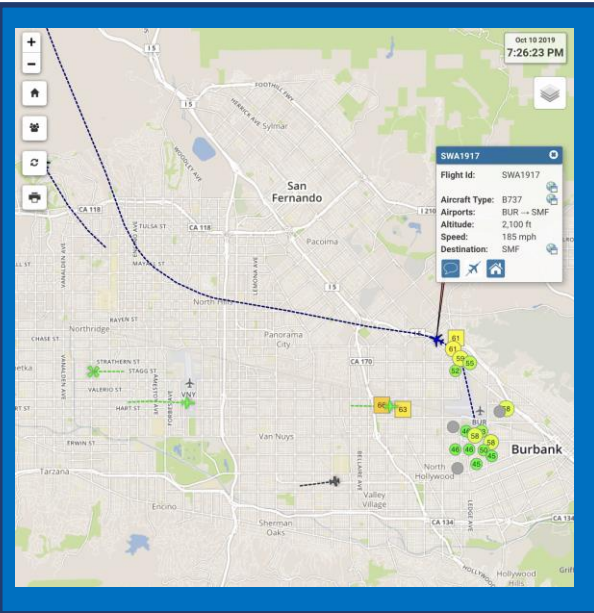
ALL SOLUTIONS INCLUDE **DISPERSAL**

2

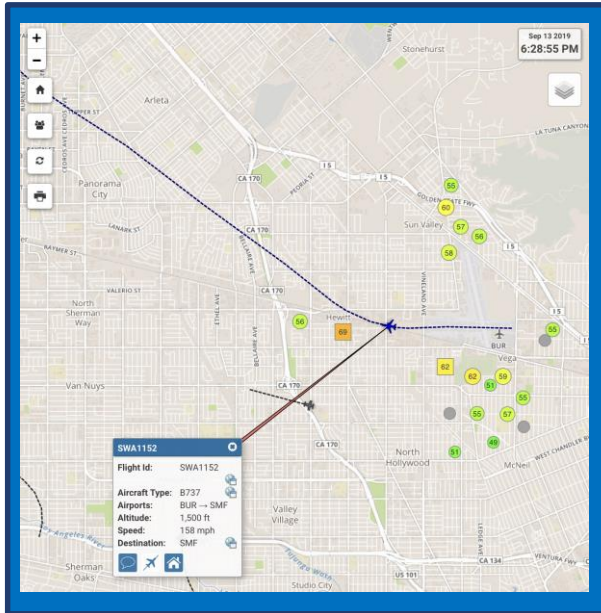
IMPLEMENT RUNWAY ROTATION - JETS DEPART IN ALL DIRECTIONS

- **SHARE THE NOISE** between Burbank, Glendale, Pasadena, and Los Angeles residents to the south, north and west of the airport.
- **USE EXISTING PROCEDURES** to allow departures in all directions.

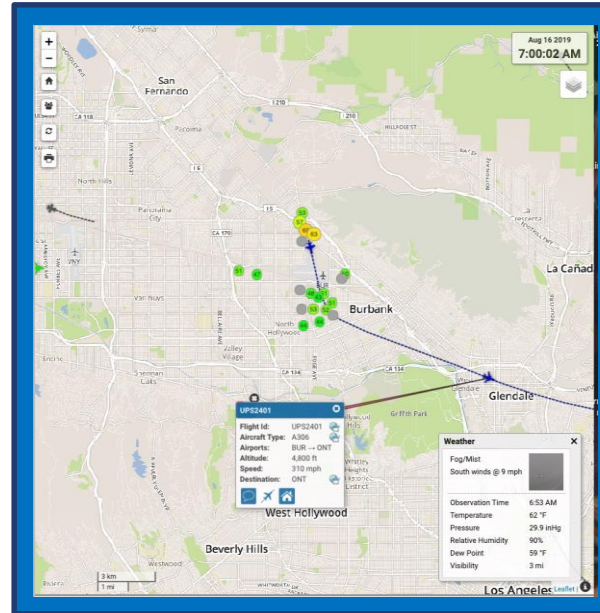
Northern Departure



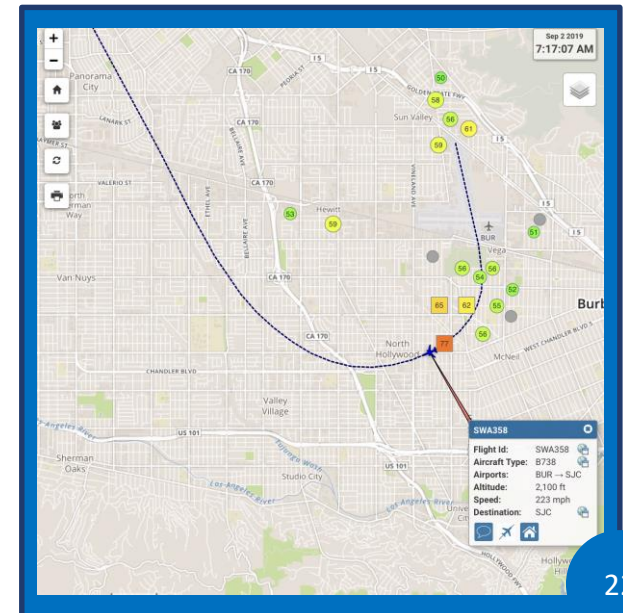
Western Departure



Eastern Departure



Southern (Historic) Departure



Operation JETNOISE

Mr. Dan Feger - Former Executive Director of Burbank Airport



Operation TWIST

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



Operation JETNOISE

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



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



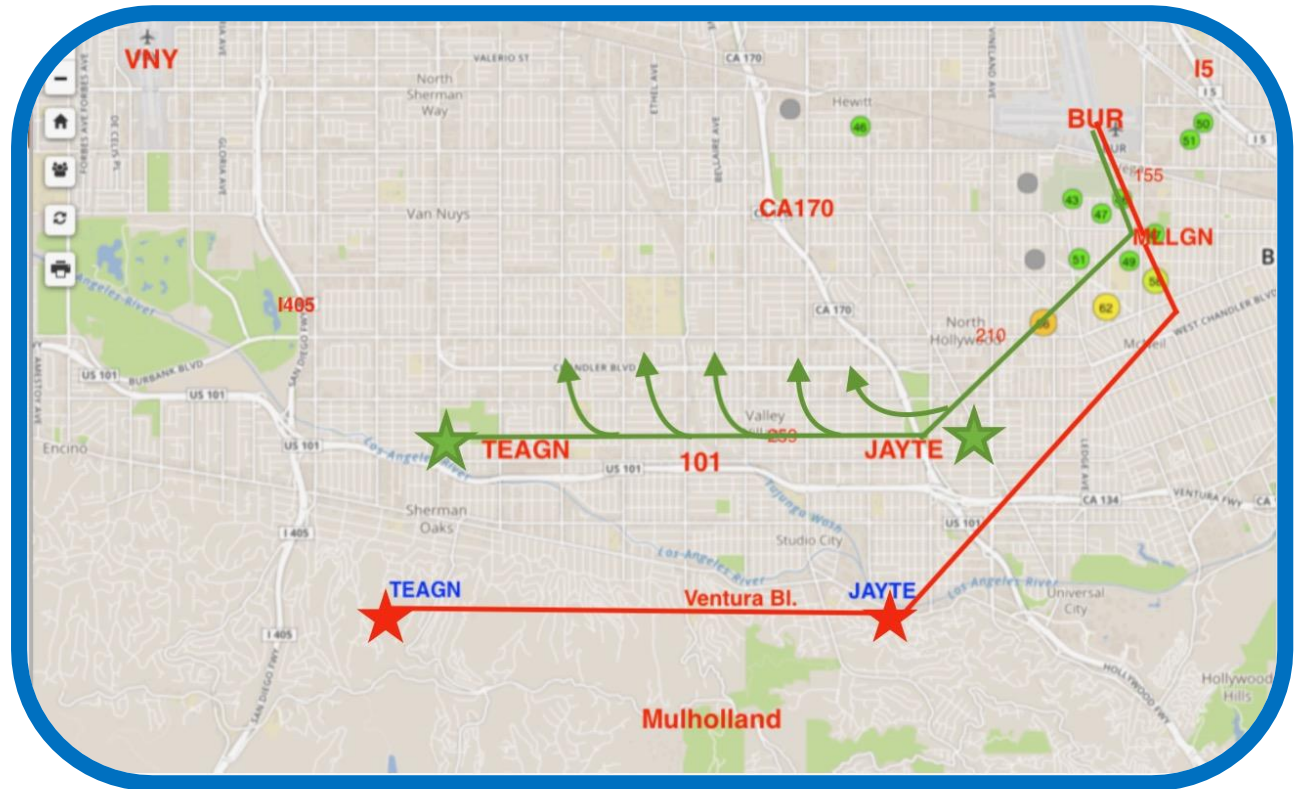
Operation JETNOISE

JAYTE and TEAGN North of 101 Stop Expansion

3

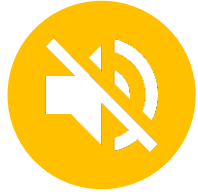
OPERATION JETNOISE - Establish Long-Term Relief

- If FAA requires an RNAV procedure, create new Initial Fix waypoint MLLGN just south of BUR.
- Locate JAYTE and TEAGN north of 101 freeway.
- Use an open SID departure to require radar vectors and spread tracks between JAYTE and TEAGN that attempts to reproduce the fifty-year historical departure tracks.








Green: JETNOISE - most closely represents historic flight tracks with RNAV dispersal

Red: BUR Proposed Procedures flight track that would impact “New Community”



Operation JETNOISE

JAYTE and TEAGN North of 101 Stop Expansion

-  Congress erred in 2012 by allowing NextGen to be implemented without providing acoustical treatment for residents beneath RNAV focused flight tracks or **changing noise metric** to account for **repetitive noise events** in a straight, narrow flight path without dispersal.
-  Presuming FAA continues to create NextGen focused flight tracks, Congress could tax airline baggage fees with 7.5% excise tax to provide funding for additional FAA Air Traffic Controllers and to help pay for acoustical treatment for residents under jet superhighways.
-  **Moratorium** on further **air service development**, marketing and promotion by BUR Authority.
-  Shorten Runway 15 to install an EMAS that is necessary for safe departures, as well as **discourage** use of aircraft that **seat more than 180 passengers**.
-  Environmental Assessment should reflect Airport Authority and City of Burbank commitment to **avoid expansion of BUR** beyond what the Burbank voters approved in 2016.

Operation QUIET



“Question, Understand, Investigate, Explain, Think”



Operation TWIST

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



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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 QUIET

“Question, Understand, Investigate, Explain, Think”

Included in your binders is
an extensive list of
questions for the FAA

An aerial photograph of a city at sunset. The sky is a mix of orange and blue. In the background, a range of mountains is visible. The city below is densely packed with buildings and trees. A prominent road or highway runs through the city, and a large stadium or arena is visible on the right side. The overall scene is a panoramic view of a city during the 'golden hour' of sunset.

ANY QUESTIONS?