

THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY'S
UPDATE REGARDING ITS NOISE IMPACT
AREA REDUCTION PLAN AND ITS PART 161 STUDY
First QUARTER 2012

Pursuant to the California Department of Transportation's ("Caltrans") February 28, 2008 decision granting the Burbank-Glendale-Pasadena Airport Authority ("Authority") a variance ("Variance") from the requirements of Section 5012 of the California Noise Standards, Title 21 California Code of Regulations, §§ 5000 *et seq.*, ("Noise Standards"), effective March 29, 2008 (the "Decision"), the Authority provides the following update regarding the Bob Hope Airport's ("Airport") Noise Impact Area Reduction Plan ("Plan") and the Authority's Part 161 Study ("Study"):

**SUMMARY OF MAJOR PLAN ACCOMPLISHMENTS SINCE
THE GRANT OF THE CURRENT VARIANCE**

- The Airport's Noise Impact Area for the first quarter 2012, as defined by the Noise Standards, was 16.74 acres of incompatible land within the 65 dB contour, a 11.4% decrease from the previous quarter's 18.91 acres.¹ The Noise Impact Area at the time the Authority's current variance was granted was 60.84 acres.

- As of March 31, 2012, the Authority has completed the acoustical treatment of 2161 residences. An additional 163 residences are in the construction phase of the program, 61 are in the design phase and 81 are pending signing of the Residential Acoustical Treatment Program ("RATP") participation agreement and funding. (For a discussion of approved funding for future acoustical treatment, please see separate section entitled "Report Regarding Approved Funding for Future Acoustical Treatment" below.)

¹ The noise impact area has been calculated using updated master contours beginning in the second quarter of 2009.

**SPECIFIC MEASURES TAKEN BY THE AUTHORITY
IN THE PAST QUARTER**

- During the quarter staff responded to 72 noise complaints from 17 callers, more from the same period in 2011 when 29 noise complaints were filed from 16 callers. Forty seven of these complaints were recorded from a single caller reporting flights over Reseda, CA

- During the quarter staff sent 3 notices to operators for suspected noise rule violations, the same number as last quarter and 10 less from the same period in 2011

REPORT ON THE STATUS OF THE PART 161 STUDY

The Airport Authority, on February 2, 2009, as required by the Airport Noise and Capacity Act of 1990 (“ANCA”), submitted pursuant to 14 C.F.R. Part 161 its Part 161 Application to the FAA, seeking approval by the FAA of the imposition of a mandatory full nighttime curfew at the Airport between the hours of 10 p.m. through 6:59 a.m. Accompanying the Application, the Authority submitted documentation in support of a finding that the proposed full mandatory curfew in the Application qualifies for a “categorical exclusion” under the National Environmental Policy Act.

As noted in the report for the Third Quarter of 2009, by letter dated October 30, 2009, the FAA announced that it had denied the Authority’s Part 161 Application seeking

FAA approval for the imposition of a full mandatory nighttime curfew at the Airport. The FAA's decision indicated that it did not find that the Application satisfied four of the six statutory conditions required for a restriction to be approved under Part 161, and that it viewed the ongoing acoustical treatment program at the Airport as the viable method for addressing the Airport's noise problems.

REPORT ON APPROVED FUNDING FOR FUTURE ACOUSTICAL TREATMENT

The Authority has currently issued design and/or construction management contracts for the acoustical treatment of approximately 2032 homes as part of its Residential Acoustical Treatment Program ("RATP"). The acoustical treatment program is being funded by Airport Improvement Program ("AIP") grants² from the federal government, the Authority's Passenger Facility Charge ("PFC") program,³ and Authority funds.

The Authority's PFC plan was approved by the FAA and limits the amount of PFC funding for RATP funding to a maximum of 50% of the total project cost. This PFC plan was approved by the FAA to permit fee collection over a multi-year period to use PFC funds to implement various noise mitigation projects. The Authority's intention has been to

² The federal AIP program is administered by the FAA and is intended to provide airports with grant funds for various FAA-approved programs. The Authority has received, as of the close of the fourth quarter 2009, \$78,189,056 in AIP grants for acoustic treatment of homes of which \$12,643,132 was for the acoustic treatment of four schools. This level of grant commitment represents 80% AIP funding of the costs for insulating approximately 2032 homes and four schools.

³ The PFC program is based on federal law that allows collection of a fixed fee from each enplaned air carrier passenger using the Airport. The fees collected are intended for the purpose of improving airport infrastructure and mitigating environmental impacts of airport operations. The Authority is authorized to collect \$4.50 PFC per enplaned passenger. A significant portion of current and future PFC funds is now being earmarked for various security and infrastructure projects at the Airport.

conform its RATP to maximize FAA funding. The FAA previously modified its program guidance to require that AIP funds be prioritized for use in treating the most noise-affected homes inside the 65 CNEL forecasted contour. The Authority's share of future AIP funds will be contingent on the federal budget process. The FAA allocates AIP grants to 429 commercial air carrier airports nationwide based on federal appropriations.

The rate at which homes will be acoustically treated through the RATP depends on future AIP grant levels, the amount of PFC funds collected and not earmarked for other security or infrastructure purposes, and construction costs. In the last few years, the Authority experienced a considerable increase in the per unit costs of residential acoustical treatment, due to higher building materials and labor costs that are reflected in contractors' bids. These increased costs are consistent with a nationwide trend.

**STATUS OF INDIVIDUAL ELEMENTS OF AUTHORITY'S
NOISE IMPACT AREA REDUCTION PLAN**

NOISE MITIGATION MEASURES	
MEASURE	STATUS
1. Continue existing acoustical treatment program for single-family homes.	As of March 31, 2012, owners of approximately 2,600 residential units have requested to participate in the acoustical treatment program. Acoustical treatment of 2161 units is completed. Two hundred and twenty for units are in construction, design and/or pending funding. Twenty eight units within the current noise impact area for which owners have expressed interest in the program have excessive code violations.
2. Acquisition of avigation easements over land within the 65 + CNEL contour.	As of March 31, 2012 a total of 1893 avigation easements have been acquired.

NOISE MITIGATION MEASURES

MEASURE	STATUS
3. Continue as needed acoustical treatment program for schools and preschools not previously treated within 65 CNEL contour.	Completed.
4. Continue noise abatement information program.	Ongoing. Airport Monitoring & Flight Tracking System accessible via airport website introduced March 2003. In September 2004 noise abatement information was painted on the Runway 15 blast fence advising pilots of Voluntary Curfew hours and to “Fly Quietly.” Information also was posted at fixed based operations facilities. Illuminated fly quietly information was installed at each aircraft carrier parking gate.
5. Monitor log of nighttime runway use and operations by aircraft type.	Ongoing.

NOISE ABATEMENT MEASURES

MEASURE	STATUS
1. Continue requiring compliance with Airport's Engine Test Run Up Policy.	Ongoing.
2. Continue promoting use of AC 91-53A Noise Abatement Departure Procedure by air carrier jets.	Ongoing.
3. Continue promoting use of NBAA noise abatement procedures, or equivalent manufacture procedure, by general aviation jets.	Ongoing.

THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY'S
UPDATE REGARDING ITS NOISE IMPACT
AREA REDUCTION PLAN AND ITS PART 161 STUDY
SECOND QUARTER 2012

Pursuant to the California Department of Transportation's ("Caltrans") February 28, 2008 decision granting the Burbank-Glendale-Pasadena Airport Authority ("Authority") a variance ("Variance") from the requirements of Section 5012 of the California Noise Standards, Title 21 California Code of Regulations, §§ 5000 *et seq.*, ("Noise Standards"), effective March 29, 2008 (the "Decision"), the Authority provides the following update regarding the Bob Hope Airport's ("Airport") Noise Impact Area Reduction Plan ("Plan") and the Authority's Part 161 Study ("Study"):

**SUMMARY OF MAJOR PLAN ACCOMPLISHMENTS SINCE
THE GRANT OF THE CURRENT VARIANCE**

- The Airport's Noise Impact Area for the second quarter 2012, as defined by the Noise Standards, was 13.64 acres of incompatible land within the 65 dB contour, a 15.4% decrease from the previous quarter's 16.74 acres.¹ The Noise Impact Area at the time the Authority's current variance was granted was 60.84 acres.

- As of June 30, 2012, the Authority has completed the acoustical treatment of 2225 residences. An additional 129 residences are in the construction phase of the program, 40 are in the design phase and 77 are pending signing of the Residential Acoustical Treatment Program ("RATP") participation agreement and funding. (For a discussion of approved funding for future acoustical treatment, please see separate section entitled "Report Regarding Approved Funding for Future Acoustical Treatment" below.)

¹ The noise impact area has been calculated using updated master contours beginning in the second quarter of 2009.

**SPECIFIC MEASURES TAKEN BY THE AUTHORITY
IN THE PAST QUARTER**

- During the quarter staff responded to 103 noise complaints from 35 callers, more from the same period in 2011 when 64 noise complaints were filed from 30 callers. Fifty seven of these complaints were recorded from a single caller reporting flights over Reseda, CA

- During the quarter staff sent 2 notices to operators for suspected noise rule violations, a decrease of one from last quarter and 10 less from the same period in 2011

REPORT ON THE STATUS OF THE PART 161 STUDY

The Airport Authority, on February 2, 2009, as required by the Airport Noise and Capacity Act of 1990 (“ANCA”), submitted pursuant to 14 C.F.R. Part 161 its Part 161 Application to the FAA, seeking approval by the FAA of the imposition of a mandatory full nighttime curfew at the Airport between the hours of 10 p.m. through 6:59 a.m. Accompanying the Application, the Authority submitted documentation in support of a finding that the proposed full mandatory curfew in the Application qualifies for a “categorical exclusion” under the National Environmental Policy Act.

As noted in the report for the Third Quarter of 2009, by letter dated October 30, 2009, the FAA announced that it had denied the Authority’s Part 161 Application seeking

FAA approval for the imposition of a full mandatory nighttime curfew at the Airport. The FAA's decision indicated that it did not find that the Application satisfied four of the six statutory conditions required for a restriction to be approved under Part 161, and that it viewed the ongoing acoustical treatment program at the Airport as the viable method for addressing the Airport's noise problems.

REPORT ON APPROVED FUNDING FOR FUTURE ACOUSTICAL TREATMENT

The Authority has currently issued design and/or construction management contracts for the acoustical treatment of approximately 2032 homes as part of its Residential Acoustical Treatment Program ("RATP"). The acoustical treatment program is being funded by Airport Improvement Program ("AIP") grants² from the federal government, the Authority's Passenger Facility Charge ("PFC") program,³ and Authority funds.

The Authority's PFC plan was approved by the FAA and limits the amount of PFC funding for RATP funding to a maximum of 50% of the total project cost. This PFC plan was approved by the FAA to permit fee collection over a multi-year period to use PFC funds to implement various noise mitigation projects. The Authority's intention has been to

² The federal AIP program is administered by the FAA and is intended to provide airports with grant funds for various FAA-approved programs. The Authority has received, as of the close of the fourth quarter 2009, \$78,189,056 in AIP grants for acoustic treatment of homes of which \$12,643,132 was for the acoustic treatment of four schools. This level of grant commitment represents 80% AIP funding of the costs for insulating approximately 2032 homes and four schools.

³ The PFC program is based on federal law that allows collection of a fixed fee from each enplaned air carrier passenger using the Airport. The fees collected are intended for the purpose of improving airport infrastructure and mitigating environmental impacts of airport operations. The Authority is authorized to collect \$4.50 PFC per enplaned passenger. A significant portion of current and future PFC funds is now being earmarked for various security and infrastructure projects at the Airport.

conform its RATP to maximize FAA funding. The FAA previously modified its program guidance to require that AIP funds be prioritized for use in treating the most noise-affected homes inside the 65 CNEL forecasted contour. The Authority's share of future AIP funds will be contingent on the federal budget process. The FAA allocates AIP grants to 429 commercial air carrier airports nationwide based on federal appropriations.

The rate at which homes will be acoustically treated through the RATP depends on future AIP grant levels, the amount of PFC funds collected and not earmarked for other security or infrastructure purposes, and construction costs. In the last few years, the Authority experienced a considerable increase in the per unit costs of residential acoustical treatment, due to higher building materials and labor costs that are reflected in contractors' bids. These increased costs are consistent with a nationwide trend.

**STATUS OF INDIVIDUAL ELEMENTS OF AUTHORITY'S
NOISE IMPACT AREA REDUCTION PLAN**

NOISE MITIGATION MEASURES	
MEASURE	STATUS
1. Continue existing acoustical treatment program for single-family homes.	As of June 30, 2012, owners of approximately 2,700 residential units have requested to participate in the acoustical treatment program. Acoustical treatment of 2225 units is completed. Two hundred and forty four units are in construction, design and/or pending funding. Thirty three units within the current noise impact area for which owners have expressed interest in the program have excessive code violations.
2. Acquisition of avigation easements over land within the 65 + CNEL contour.	As of June 30, 2012 a total of 1965 avigation easements have been acquired.
3. Continue as needed acoustical treatment program for schools and preschools not previously treated within 65 CNEL contour.	Completed.
4. Continue noise abatement information program.	Ongoing. Airport Monitoring & Flight Tracking System accessible via airport website introduced March 2003. In September 2004 noise abatement information was painted on the Runway 15 blast fence advising pilots of Voluntary Curfew hours and to "Fly Quietly." Information also was posted at fixed based operations facilities. Illuminated fly quietly information was installed at each aircraft carrier parking gate.
5. Monitor log of nighttime runway use and operations by aircraft type.	Ongoing.

NOISE ABATEMENT MEASURES

MEASURE	STATUS
1. Continue requiring compliance with Airport's Engine Test Run Up Policy.	Ongoing.
2. Continue promoting use of AC 91-53A Noise Abatement Departure Procedure by air carrier jets.	Ongoing.
3. Continue promoting use of NBAA noise abatement procedures, or equivalent manufacture procedure, by general aviation jets.	Ongoing.

THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY'S
UPDATE REGARDING ITS NOISE IMPACT
AREA REDUCTION PLAN AND ITS PART 161 STUDY
THIRD QUARTER 2012

Pursuant to the California Department of Transportation's ("Caltrans") February 28, 2008 decision granting the Burbank-Glendale-Pasadena Airport Authority ("Authority") a variance ("Variance") from the requirements of Section 5012 of the California Noise Standards, Title 21 California Code of Regulations, §§ 5000 *et seq.*, ("Noise Standards"), effective March 29, 2008 (the "Decision"), the Authority provides the following update regarding the Bob Hope Airport's ("Airport") Noise Impact Area Reduction Plan ("Plan") and the Authority's Part 161 Study ("Study"):

**SUMMARY OF MAJOR PLAN ACCOMPLISHMENTS SINCE
THE GRANT OF THE CURRENT VARIANCE**

The Airport's Noise Impact Area for the third quarter 2012, as defined by the Noise Standards, was 11.22 acres of incompatible land within the 65 dB contour, a 17.7% decrease from the previous quarter's 13.64 acres.¹ The Noise Impact Area at the time the Authority's current variance was granted was 60.84 acres.

As of September 30, 2012, the Authority has completed the acoustical treatment of 2253 residences. An additional 96 residences are in the construction phase of the program, 52 are in the design phase and 86 are pending signing of the Residential Acoustical Treatment Program ("RATP") participation agreement and funding. (For a discussion of approved funding "Regarding Approved Funding for Future Acoustical Treatment" below.)

¹ The noise impact area has been calculated using updated master contours beginning in the second quarter of 2009.

**SPECIFIC MEASURES TAKEN BY THE AUTHORITY
IN THE PAST QUARTER**

- During the quarter staff responded to 98 noise complaints from 28 callers, less from the same period in 2011 when 115 noise complaints were filed from 44 callers. Sixty-nine of these complaints were recorded from a single caller reporting flights over Reseda, CA

- During the quarter staff sent 7 notices to operators for suspected noise rule violations, an increase of five from last quarter and five less from the same period in 2011

REPORT ON THE STATUS OF THE PART 161 STUDY

The Airport Authority, on February 2, 2009, as required by the Airport Noise and Capacity Act of 1990 (“ANCA”), submitted pursuant to 14 C.F.R. Part 161 its Part 161 Application to the FAA, seeking approval by the FAA of the imposition of a mandatory full nighttime curfew at the Airport between the hours of 10 p.m. through 6:59 a.m. Accompanying the Application, the Authority submitted documentation in support of a finding that the proposed full mandatory curfew in the Application qualifies for a “categorical exclusion” under the National Environmental Policy Act.

As noted in the report for the Third Quarter of 2009, by letter dated October 30, 2009, the FAA announced that it had denied the Authority’s Part 161 Application seeking

FAA approval for the imposition of a full mandatory nighttime curfew at the Airport. The FAA's decision indicated that it did not find that the Application satisfied four of the six statutory conditions required for a restriction to be approved under Part 161, and that it viewed the ongoing acoustical treatment program at the Airport as the viable method for addressing the Airport's noise problems.

REPORT ON APPROVED FUNDING FOR FUTURE ACOUSTICAL TREATMENT

The Authority has currently issued design and/or construction management contracts for the acoustical treatment of approximately 2253 homes as part of its Residential Acoustical Treatment Program ("RATP"). The acoustical treatment program is being funded by Airport Improvement Program ("AIP") grants² from the federal government, the Authority's Passenger Facility Charge ("PFC") program,³ and Authority funds.

The Authority's PFC plan was approved by the FAA and limits the amount of PFC funding for RATP funding to a maximum of 50% of the total project cost. This PFC plan

² The federal AIP program is administered by the FAA and is intended to provide airports with grant funds for various FAA-approved programs. The Authority has received, as of the close of the fourth quarter 2009, \$78,189,056 in AIP grants for acoustic treatment of homes of which \$12,643,132 was for the acoustic treatment of four schools. This level of grant commitment represents 80% AIP funding of the costs for insulating approximately 2253 homes and four schools.

³ The PFC program is based on federal law that allows collection of a fixed fee from each enplaned air carrier passenger using the Airport. The fees collected are intended for the purpose of improving airport infrastructure and mitigating environmental impacts of airport operations. The Authority is authorized to collect \$4.50 PFC per enplaned passenger. A significant portion of current and future PFC funds is now being earmarked for various security and infrastructure projects at the Airport.

was approved by the FAA to permit fee collection over a multi-year period to use PFC funds to implement various noise mitigation projects. The Authority's intention has been to conform its RATP to maximize FAA funding. The FAA previously modified its program guidance to require that AIP funds be prioritized for use in treating the most noise-affected homes inside the 65 CNEL forecasted contour. The Authority's share of future AIP funds will be contingent on the federal budget process. The FAA allocates AIP grants to 429 commercial air carrier airports nationwide based on federal appropriations.

The rate at which homes will be acoustically treated through the RATP depends on future AIP grant levels, the amount of PFC funds collected and not earmarked for other security or infrastructure purposes, and construction costs. In the last few years, the Authority experienced a considerable increase in the per unit costs of residential acoustical treatment, due to higher building materials and labor costs that are reflected in contractors' bids. These increased costs are consistent with a nationwide trend.

**STATUS OF INDIVIDUAL ELEMENTS OF AUTHORITY'S
NOISE IMPACT AREA REDUCTION PLAN**

NOISE MITIGATION MEASURES	
MEASURE	STATUS
1. Continue existing acoustical treatment program for single-family homes.	As of September 30, 2012, owners of approximately 2,700 residential units have requested to participate in the acoustical treatment program. Acoustical treatment of 2253 units is completed. One hundred forty-eight units are in construction, design and/or pending funding. Twenty-six units within the current noise impact area for which owners have expressed interest in the program have excessive code violations.
2. Acquisition of avigation easements over land within the 65 + CNEL contour.	As of September, 2012 a total of 1993 avigation easements have been acquired.
3. Continue as needed acoustical treatment program for schools and preschools not previously treated within 65 CNEL contour.	Completed.
4. Continue noise abatement information program.	Ongoing. Airport Monitoring & Flight Tracking System accessible via airport website introduced March 2003. In September 2004 noise abatement information was painted on the Runway 15 blast fence advising pilots of Voluntary Curfew hours and to "Fly Quietly." Information also was posted at fixed based operations facilities. Illuminated fly quietly information was installed at each aircraft carrier parking gate.
5. Monitor log of nighttime runway use and operations by aircraft type.	Ongoing.

NOISE ABATEMENT MEASURES

MEASURE	STATUS
1. Continue requiring compliance with Airport's Engine Test Run Up Policy.	Ongoing.
2. Continue promoting use of AC 91-53A Noise Abatement Departure Procedure by air carrier jets.	Ongoing.
3. Continue promoting use of NBAA noise abatement procedures, or equivalent manufacture procedure, by general aviation jets.	Ongoing.

THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY'S
UPDATE REGARDING ITS NOISE IMPACT
AREA REDUCTION PLAN AND ITS PART 161 STUDY
FOURTH QUARTER 2012

Pursuant to the California Department of Transportation's ("Caltrans") February 28, 2008 decision granting the Burbank-Glendale-Pasadena Airport Authority ("Authority") a variance ("Variance") from the requirements of Section 5012 of the California Noise Standards, Title 21 California Code of Regulations, §§ 5000 *et seq.*, ("Noise Standards"), effective March 29, 2008 (the "Decision"), the Authority provides the following update regarding the Bob Hope Airport's ("Airport") Noise Impact Area Reduction Plan ("Plan") and the Authority's Part 161 Study ("Study"):

**SUMMARY OF MAJOR PLAN ACCOMPLISHMENTS SINCE
THE GRANT OF THE CURRENT VARIANCE**

- The Airport's Noise Impact Area for the fourth quarter 2012, as defined by the Noise Standards, was 10.31 acres of incompatible land within the 65 dB contour, an 8.1% decrease from the previous quarter's 11.22 acres.¹ The Noise Impact Area at the time the Authority's current variance was granted was 60.84 acres.

- As of December 31, 2012, the Authority has completed the acoustical treatment of 2284 residences. An additional 97 residences are in the construction phase of the program, 28 are in the design phase and 82 are pending signing of the Residential Acoustical Treatment Program ("RATP") participation agreement and funding. (For a discussion of approved funding for future acoustical treatment, please see

¹ The noise impact area has been calculated using updated master contours beginning in the second quarter of 2009.

separate section entitled “Report Regarding Approved Funding for Future Acoustical Treatment” below.)

**SPECIFIC MEASURES TAKEN BY THE AUTHORITY
IN THE PAST QUARTER**

- During the quarter staff responded to 183 noise complaints from 28 callers, more from the same period in 2011 when 101 noise complaints were filed from 18 callers. 126 of these complaints were recorded from a single caller reporting flights over Reseda, CA.

- During the quarter there were no suspected noise rule violations, a decrease of seven from last quarter and 3 less from the same period in 2011.

REPORT ON THE STATUS OF THE PART 161 STUDY

The Airport Authority, on February 2, 2009, as required by the Airport Noise and Capacity Act of 1990 (“ANCA”), submitted pursuant to 14 C.F.R. Part 161 its Part 161 Application to the FAA, seeking approval by the FAA of the imposition of a mandatory full nighttime curfew at the Airport between the hours of 10 p.m. through 6:59 a.m. Accompanying the Application, the Authority submitted documentation in support of a finding that the proposed full mandatory curfew in the Application qualifies for a “categorical exclusion” under the National Environmental Policy Act.

As noted in the report for the Third Quarter of 2009, by letter dated October 30, 2009, the FAA announced that it had denied the Authority's Part 161 Application seeking FAA approval for the imposition of a full mandatory nighttime curfew at the Airport. The FAA's decision indicated that it did not find that the Application satisfied four of the six statutory conditions required for a restriction to be approved under Part 161, and that it viewed the ongoing acoustical treatment program at the Airport as the viable method for addressing the Airport's noise problems.

REPORT ON APPROVED FUNDING FOR FUTURE ACOUSTICAL TREATMENT

The Authority has currently issued design and/or construction management contracts for the acoustical treatment of approximately 2084 homes as part of its Residential Acoustical Treatment Program ("RATP"). The acoustical treatment program is being funded by Airport Improvement Program ("AIP") grants² from the federal government, the Authority's Passenger Facility Charge ("PFC") program,³ and Authority funds.

The Authority's PFC plan was approved by the FAA and limits the amount of PFC funding for RATP funding to a maximum of 50% of the total project cost. This PFC plan

² The federal AIP program is administered by the FAA and is intended to provide airports with grant funds for various FAA-approved programs. The Authority has received, as of the close of the fourth quarter 2009, \$78,189,056 in AIP grants for acoustic treatment of homes of which \$12,643,132 was for the acoustic treatment of four schools. This level of grant commitment represents 80% AIP funding of the costs for insulating approximately 2084 homes and four schools.

³ The PFC program is based on federal law that allows collection of a fixed fee from each enplaned air carrier passenger using the Airport. The fees collected are intended for the purpose of improving airport infrastructure and mitigating environmental impacts of airport operations. The Authority is authorized to collect \$4.50 PFC per enplaned passenger. A significant portion of current and future PFC funds is now being earmarked for various security and infrastructure projects at the Airport.

was approved by the FAA to permit fee collection over a multi-year period to use PFC funds to implement various noise mitigation projects. The Authority's intention has been to conform to its RATP to maximize FAA funding. The FAA previously modified its program guidance to require that AIP funds be prioritized for use in treating the most noise-affected homes inside the 65 CNEL forecasted contour. The Authority's share of future AIP funds will be contingent on the federal budget process. The FAA allocates AIP grants to 429 commercial air carrier airports nationwide based on federal appropriations.

The rate at which homes will be acoustically treated through the RATP depends on future AIP grant levels, the amount of PFC funds collected and not earmarked for other security or infrastructure purposes, and construction costs. In the last few years, the Authority experienced a considerable increase in the, per unit costs of residential acoustical treatment, due to higher building materials and labor costs that are reflected in contractors' bids. These increased costs are consistent with a nationwide trend.

**STATUS OF INDIVIDUAL ELEMENTS OF AUTHORITY'S
NOISE IMPACT AREA REDUCTION PLAN**

NOISE MITIGATION MEASURES	
MEASURE	STATUS
1. Continue existing acoustical treatment program for single-family homes.	As of December 31, 2012, owners of approximately 2,700 residential units have requested to participate in the acoustical treatment program. Acoustical treatment of 2284 units is completed. One hundred and twenty-five units are in construction, design and/or pending funding. Twenty four units within the current noise impact area for which owners have expressed interest in the program have excessive code violations.
2. Acquisition of avigation easements over land within the 65 + CNEL contour.	As of December 31, 2012 a total of 2024 avigation easements have been acquired.
3. Continue as needed acoustical treatment program for schools and preschools not previously treated within 65 CNEL contour.	Completed.
4. Continue noise abatement information program.	Ongoing. Airport Monitoring & Flight Tracking System accessible via airport website introduced March 2003. In September 2004 noise abatement information was painted on the Runway 15 blast fence advising pilots of Voluntary Curfew hours and to "Fly Quietly." Information also was posted at fixed based operations facilities. Illuminated fly quietly information was installed at each aircraft carrier parking gate.
5. Monitor log of nighttime runway use and operations by aircraft type.	Ongoing.

NOISE ABATEMENT MEASURES

MEASURE	STATUS
1. Continue requiring compliance with Airport's Engine Test Run Up Policy.	Ongoing.
2. Continue promoting use of AC 91-53A Noise Abatement Departure Procedure by air carrier jets.	Ongoing.
3. Continue promoting use of NBAA noise abatement procedures, or equivalent manufacture procedure, by general aviation jets.	Ongoing.