

**THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY'S
UPDATE REGARDING ITS NOISE IMPACT
AREA REDUCTION PLAN AND ITS PART 161 STUDY
FIRST QUARTER 2014**

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 2014, as defined by the Noise Standards, was 6.59 acres of incompatible land within the 65 dB contour a 2.49% increase from the previous quarter of 6.43 acres.¹ The Noise Impact Area at the time the Authority's current variance was granted was 60.84 acres.

- As of March 31, 2014, the Authority has completed the acoustical treatment of 2350 residences. An additional 62 residences are in the construction phase of the program, 29 are in the design phase and 0 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 46 noise complaints from 28 callers, less from the same period in 2013 when 240 noise complaints were filed from 32 callers.
- During the quarter staff sent 5 notices to operators for suspected noise rule violations, an increase of 5 from last quarter and no changes from the same period in 2013.

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 2,441 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 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.

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 first quarter 2013, \$85,189,058 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 2,441 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.

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, 2014, owners of approximately 2,700 residential units have requested to participate in the acoustical treatment program. Acoustical treatment of 2350 units is completed. Ninety-One units are in construction, design and/or pending funding. Twenty two 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, 2014 a total of 2091 avigation easements have been acquired.
3. Continue as needed acoustical treatment program for schools and preschools not previously treated within 65 CNEL contour.	Completed.

NOISE MITIGATION MEASURES

MEASURE	STATUS
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 2014**

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 2014, as defined by the Noise Standards, was 6.55 acres of incompatible land within the 65 dB contour a 0.61% decrease from the previous quarter of 6.59 acres.¹ The Noise Impact Area at the time the Authority's current variance was granted was 60.84 acres.

- As of June 30, 2014, the Authority has completed the acoustical treatment of 2,382 residences. An additional 32 residences are in the construction phase of the program, 30 are in the design phase and 0 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 57 noise complaints from 40 callers, less from the same period in 2013 when 124 noise complaints were filed from 30 callers.
- During the quarter staff sent 2 notices to operators for suspected noise rule violations, a decrease of 3 from last quarter and 2 more from the same period in 2013.

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 2,444 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 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

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 first quarter 2013, \$85,189,058 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 2,444 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.

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, 2014, owners of approximately 3,043 residential units have requested to participate in the acoustical treatment program. Acoustical treatment of 2384 units is completed. Sixty-Two units are in construction, design and/or pending funding.
2. Acquisition of avigation easements over land within the 65 + CNEL contour (prior program eligibility area and as currently amended with 2013 Noise Exposure Map)	As of June 30, 2014 a total of 2,118 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 2014**

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 2014, as defined by the Noise Standards, was 6.41 acres of incompatible land within the 65 dB contour a 2.14% decrease from the previous quarter of 6.55 acres.¹ The Noise Impact Area at the time the Authority's current variance was granted was 60.84 acres.

- As of September 30, 2014, the Authority has completed the acoustical treatment of 2,384 residences as part of its Residential Acoustical Treatment Program ("RATP"), plus an additional 61 residences are in the construction phase of the program, and there are no units in either the design phase or pending signing of the RATP participation agreement. (For a discussion of approved funding for future acoustical

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

treatment, please see 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 49 noise complaints from 40 callers, more from the same period in 2013 when 40 noise complaints were filed from 25 callers.
- During the quarter staff sent 6 notices to operators for suspected noise rule violations, an increase of 4 from last quarter and 3 less from the same period in 2013.
- The Authority and its consultant, Coffman Associates continue working toward an update to the Airport’s existing Noise Compatibility Program (NCP). A draft updated NCP has been circulated to a Study Advisory Committee and it is anticipated that a public workshop and public hearing will be held in March 2015.

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 RATP program is an approved mitigation measure contained in the Authority's second Part 150 Study completed in 1998 and approved by the FAA in 2000. The Authority has commenced a third Part 150 Study and has completed the first of two phases which establishes a revised Noise Exposure Map (NEM). The second phase updates the Noise Compatibility Program (NCP) and once approved will enable the Authority to apply for further grant funding to continue the program. Until the FAA approves the NCP, the Authority will not be able to add any additional units to the RATP program. The mitigation measures being studied by the Authority for inclusion in the NCP are as follows:

- Continued funding for eligible single family parcels within the NEM
- Eligibility for Multi-Family properties within the NEM
- Development of an Avigation Easement purchase option.
- Elimination of certain items previously identified in the NCP as mitigation measures that have been completed or that are no longer applicable.

The Authority has currently issued design and/or construction management contracts for the acoustical treatment of approximately 2,445 homes as part of its RATP. As referenced above, the RATP is funded by Airport Improvement Program (“AIP”) grants² from the federal government, the Authority’s Passenger Facility Charge (“PFC”) program,³ and Authority funds. Incorporating the revised NEM, the remaining eligible properties within the current 3rd Quarter 2014 65 CNEL boundary area are as follows:

3rd Quarter 2014 – 65 dB CNEL				
	Total Units	Completed	In Construction	Not Treated
Single-Family	169	120	4	45
Multi-Family	0	0	0	0
Total	169	120	4	45

Of the 45 units that have not been treated, the Authority has offered the RATP benefits to all of these property owners; 12 have reported that they may have future interest but not at this time, 16 are not able to participate due to code deficiencies, 9 have indicated they are not interested in participating, and 8 have failed to respond to repeated outreach efforts.

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 3rd quarter 2014, \$82,677,619 in AIP grants for acoustic treatment of homes of which \$9,659,010 was for the acoustic treatment of four schools. This level of grant commitment represents 80% AIP funding of the costs for insulating approximately 2,445 homes; additionally the authority insulated 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.

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 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 September 30, 2014, Acoustical treatment of 2, 384 units is completed. Sixty-One units are in construction, design and/or pending funding.
2. Acquisition of avigation easements over land within the 65 + CNEL contour (prior program eligibility area and as currently amended with 2013 Noise Exposure Map)	As of September 30, 2014 a total of 2,118 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
FOURTH QUARTER 2014**

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 2014, as defined by the Noise Standards, was 6.82 acres of incompatible land within the 65 dB contour a 6.4% increase from the previous quarter of 6.41 acres.¹ The Noise Impact Area at the time the Authority's current variance was granted was 60.84 acres.

- As of December 31, 2014, the Authority has completed the acoustical treatment of 2,384 residences as part of its Residential Acoustical Treatment Program ("RATP"), plus an additional 61 residences are in the construction phase of the program, and there are no units in either the design phase or pending signing of the RATP participation agreement. (For a discussion of approved funding for future acoustical

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

treatment, please see 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 26 noise complaints from 18 callers, more from the same period in 2013 when 11 noise complaints were filed from 10 callers.
- During the quarter staff sent 0 notices to operators for suspected noise rule violations, a decrease of 6 from last quarter and no change from the same period in 2013.
- The Authority and its consultant, Coffman Associates continue working toward an update to the Airport’s existing Noise Compatibility Program (NCP). A draft updated NCP has been circulated to a Study Advisory Committee and it is anticipated that a public workshop and public hearing will be held in March 2015.

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 10:00 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 RATP program is an approved mitigation measure contained in the Authority's second Part 150 Study completed in 1998 and approved by the FAA in 2000. The Authority has commenced a third Part 150 Study and has completed the first of two phases which establishes a revised Noise Exposure Map (NEM). The second phase updates the Noise Compatibility Program (NCP) and once approved will enable the Authority to apply for further grant funding to continue the program. Until the FAA approves the NCP, the Authority will not be able to add any additional units to the RATP program. The mitigation measures being studied by the Authority for inclusion in the NCP are as follows:

- Continued funding for eligible single family parcels within the NEM
- Eligibility for Multi-Family properties within the NEM
- Development of an Avigation Easement purchase option.
- Elimination of certain items previously identified in the NCP as mitigation measures that have been completed or that are no longer applicable.

The Authority has currently issued design and/or construction management contracts for the acoustical treatment of approximately 2,445 homes as part of its RATP. As referenced above, the RATP is funded by Airport Improvement Program (“AIP”) grants² from the federal government, the Authority’s Passenger Facility Charge (“PFC”) program,³ and Authority funds. Incorporating the revised NEM, the remaining eligible properties within the current 4th Quarter 2014 65 CNEL boundary area are as follows:

4th Quarter 2014 – 65 dB CNEL				
	Total Units	Completed	In Construction	Not Treated
Single-Family	176	126	4	46
Multi-Family	0	0	0	0
Total	176	126	4	46

Of the 46 units that have not been treated, the Authority has offered the RATP benefits to all of these property owners; 12 have reported that they may have future interest but not at this time, 17 are not able to participate due to code deficiencies, 9 have indicated they are not interested in participating, and 8 have failed to respond to repeated outreach efforts.

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 4th quarter 2014, \$82,677,619 in AIP grants for acoustic treatment of homes of which \$9,659,010 was for the acoustic treatment of four schools. This level of grant commitment represents 80% AIP funding of the costs for insulating approximately 2,445 homes; additionally the authority insulated 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.

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 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, 2014, Acoustical treatment of 2, 384 units is completed. Sixty-One units are in construction, design and/or pending funding.
2. Acquisition of avigation easements over land within the 65 + CNEL contour (prior program eligibility area and as currently amended with 2013 Noise Exposure Map)	As of December 31, 2014 a total of 2,118 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. A newer upgraded Flight Tracking System (WebTrak) was introduced to the public via airport website on December 2014. 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.