



Hollywood  
Burbank  
Airport



# Flight Path Analysis Preliminary Findings Report

Presented to: Hollywood Burbank Airport Operations Committee  
May 21, 2018



# Presentation Agenda

- Opening Remarks
- Purpose of Analysis
  - To respond to community concerns about the recent increase in overflights as a result of the SoCal Metroplex project implementation
- Presentation of Findings
  - Community Input
  - Number of Operations over Time
  - Flight Corridor and Concentration
  - Frequency of Flights
  - Noise Monitor Levels
  - Roles and Responsibilities

# Community Input

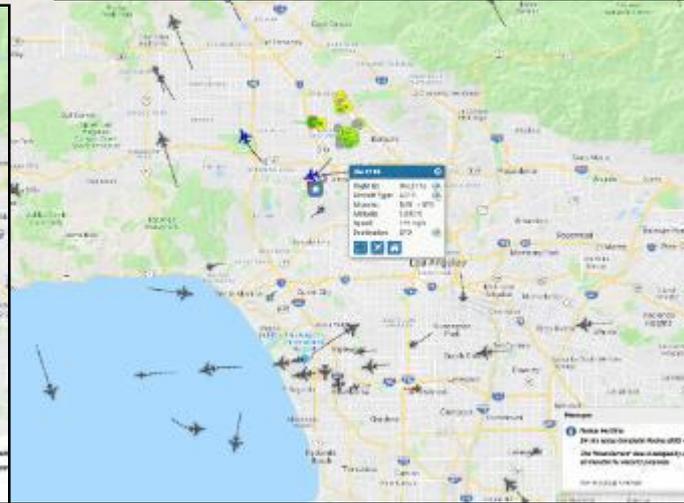
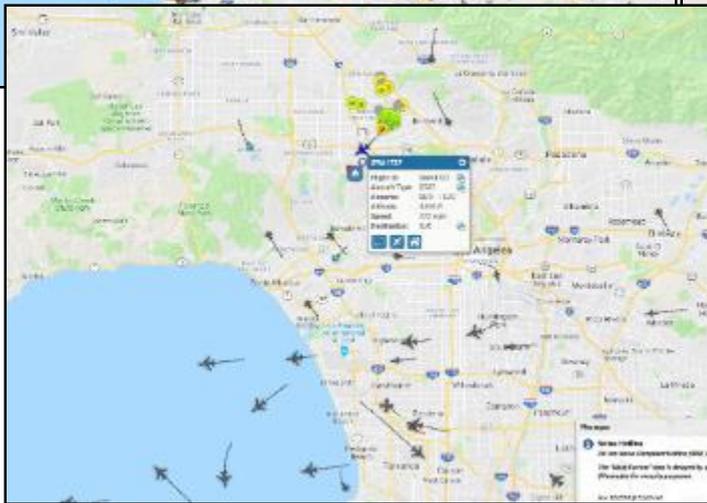
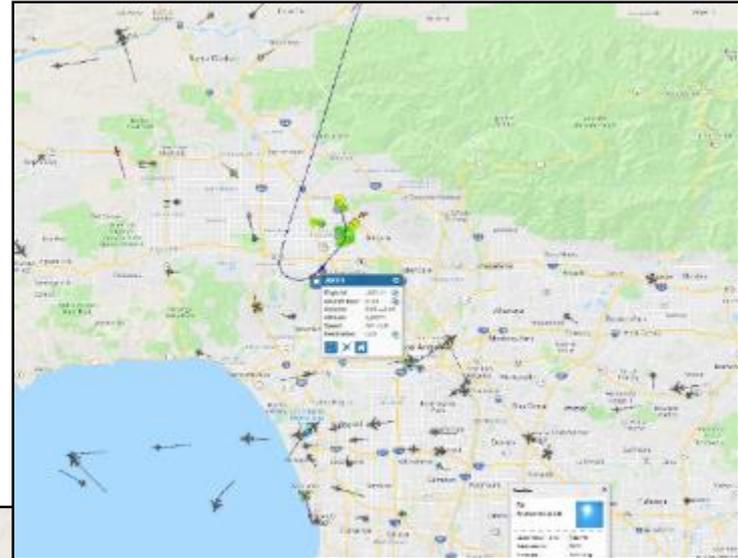
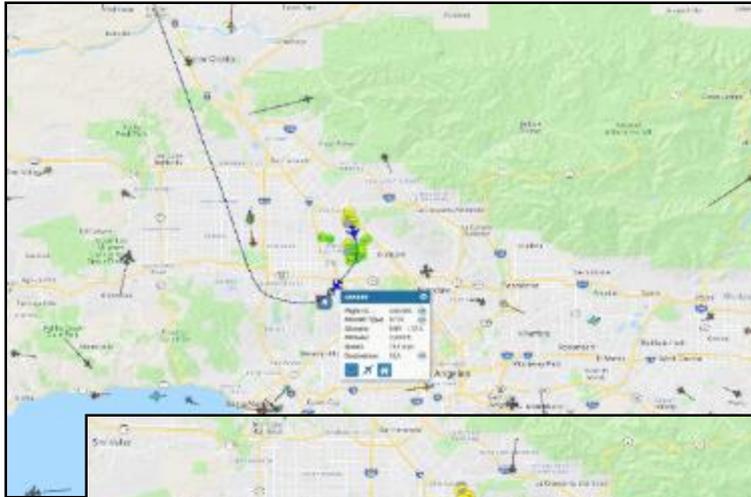
– March 29, 2018 meeting at the Buena Vista Branch Library

Community Members Summarized Comments
Frequency of flights and flight track locations
Altitudes are very low
Concerned about impact on property values
Not just a Burbank issue, but also a Studio City issue
Concerned about air quality/health effects
Not able to enjoy outdoor space
Since March 2017 noise has gotten worse
Overnight flights have become an issue since Metroplex (March 2017)
Request that L&B to come out to see aircraft events
Concerned about continued growth at the airport
Activity to/from Van Nuys Airport is part of the problem
Contacted FAA but received no answers/response
Concern about the 90-day filing window against FAA decisions
More concentration of departures over the same area
Lack of Metroplex notices for areas other than Burbank
Request noise levels from noise monitors to be presented in number of events above a certain level
The mountains create a canyon effect with noise bouncing from side to side
Concerns about safety and allowable distances between departures



# Community Input

– Emailed Snapshots of WebTrak



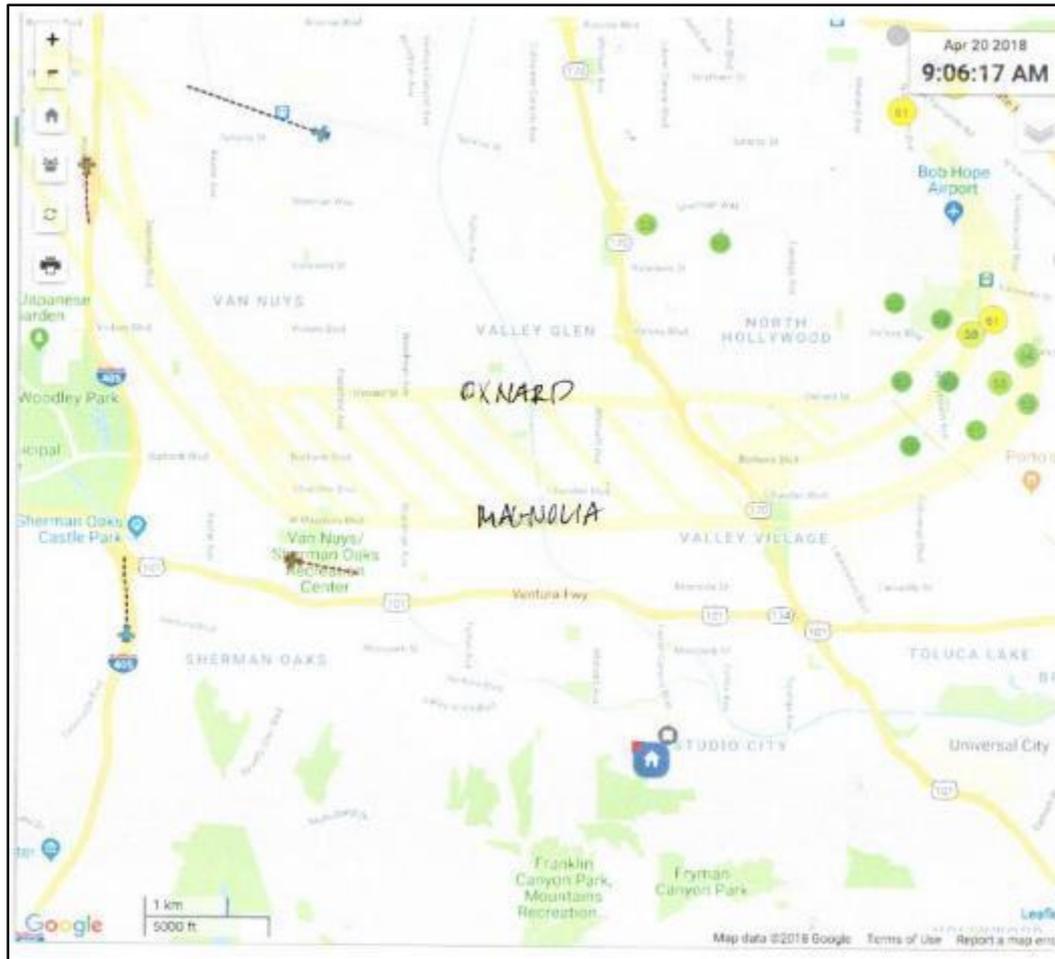
# Community Input

– April 12, 2018 visit to Studio City



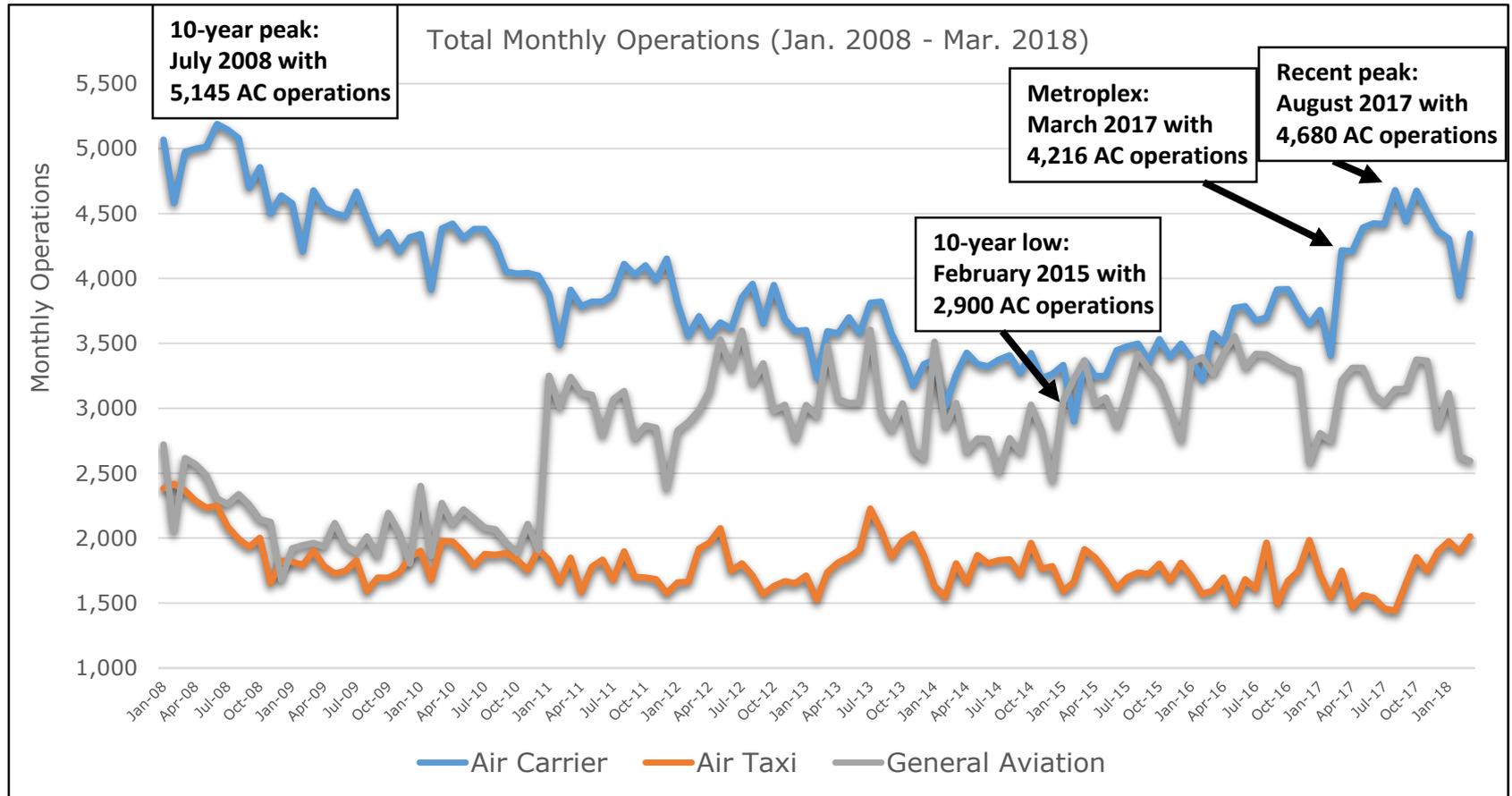
# Community Input

– Drawing of Pre-Metroplex (pre-March 2017) Departure Path



# Number of Operations over Time

## – Total Monthly Operations



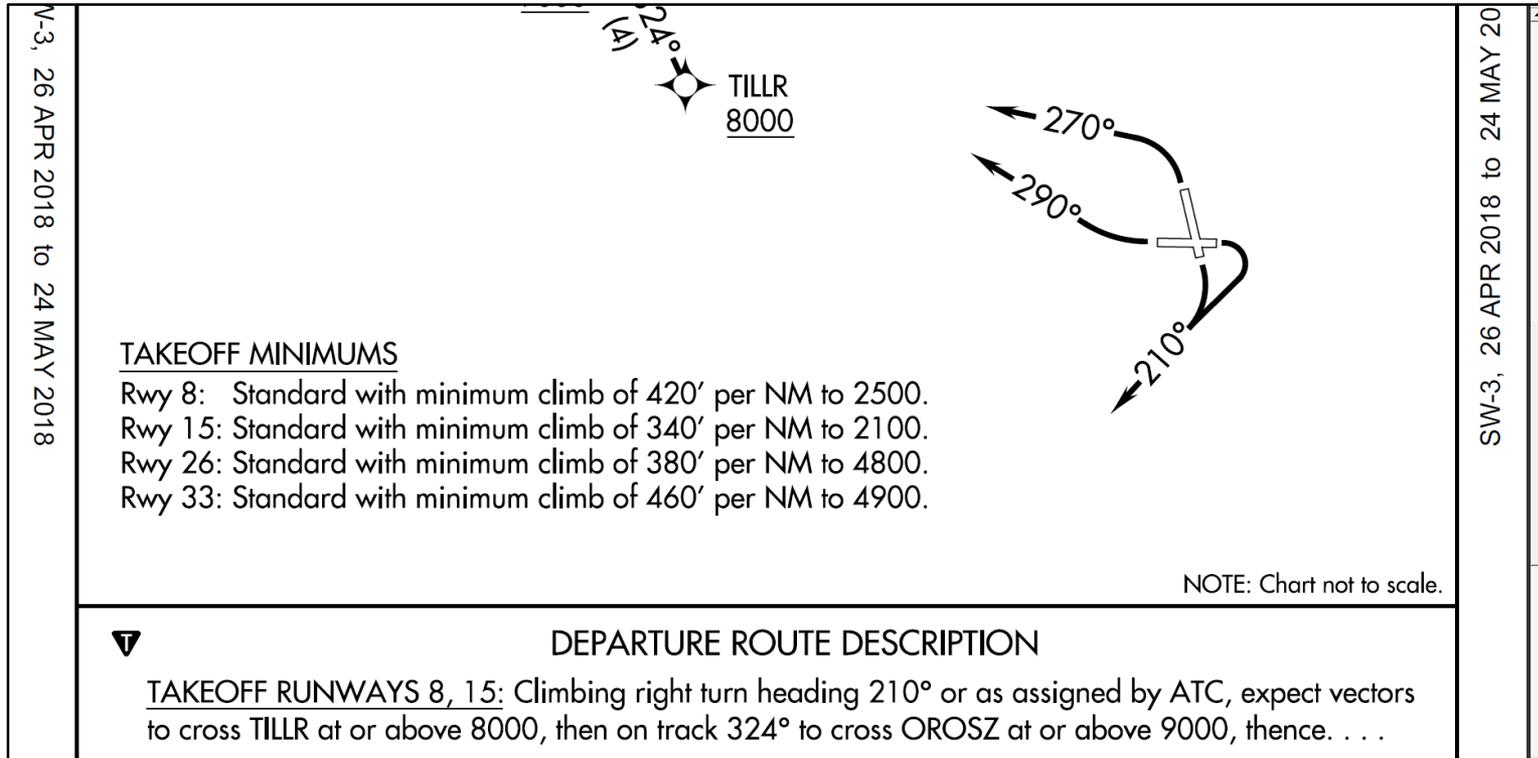
# Flight Corridor and Concentration

– Hollywood Burbank Airport Area



# Flight Corridor and Concentration

– Flight Procedure Charts – OROSZ TWO / SLAPP ONE / VVERA TWO (RNAV)

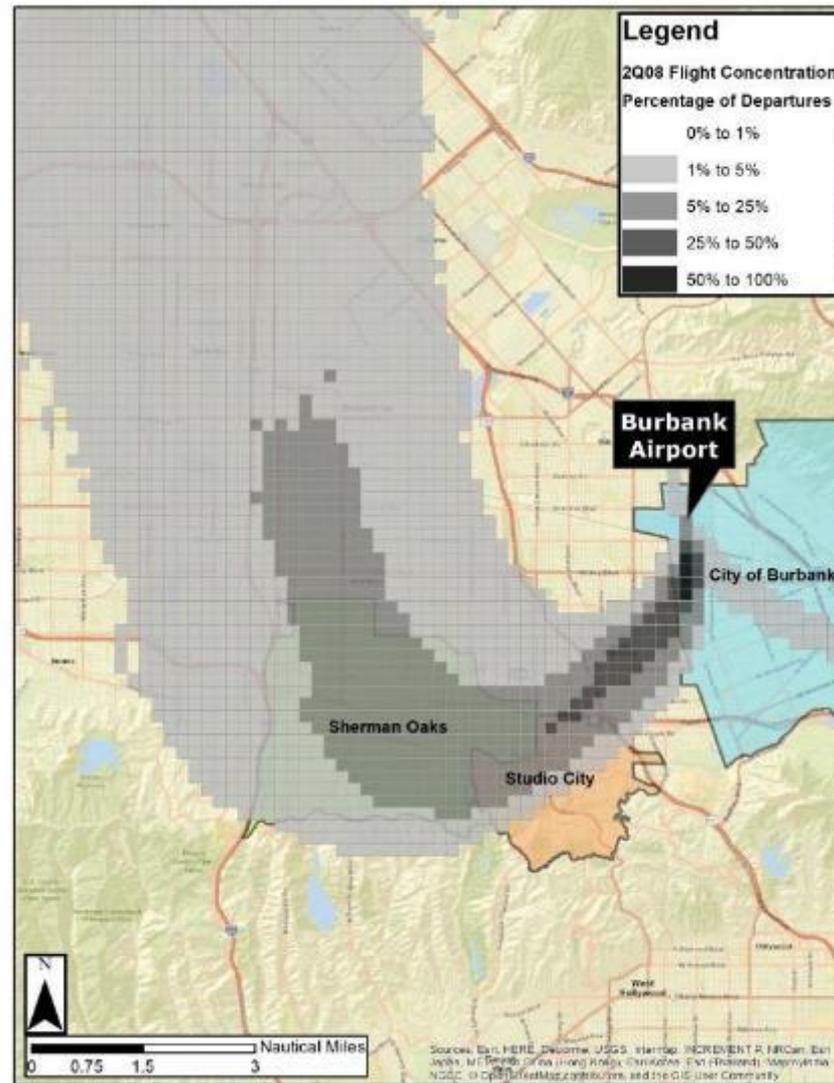






# Flight Corridor and Concentration

– Flight Track Concentration  
2<sup>nd</sup> Quarter 2008

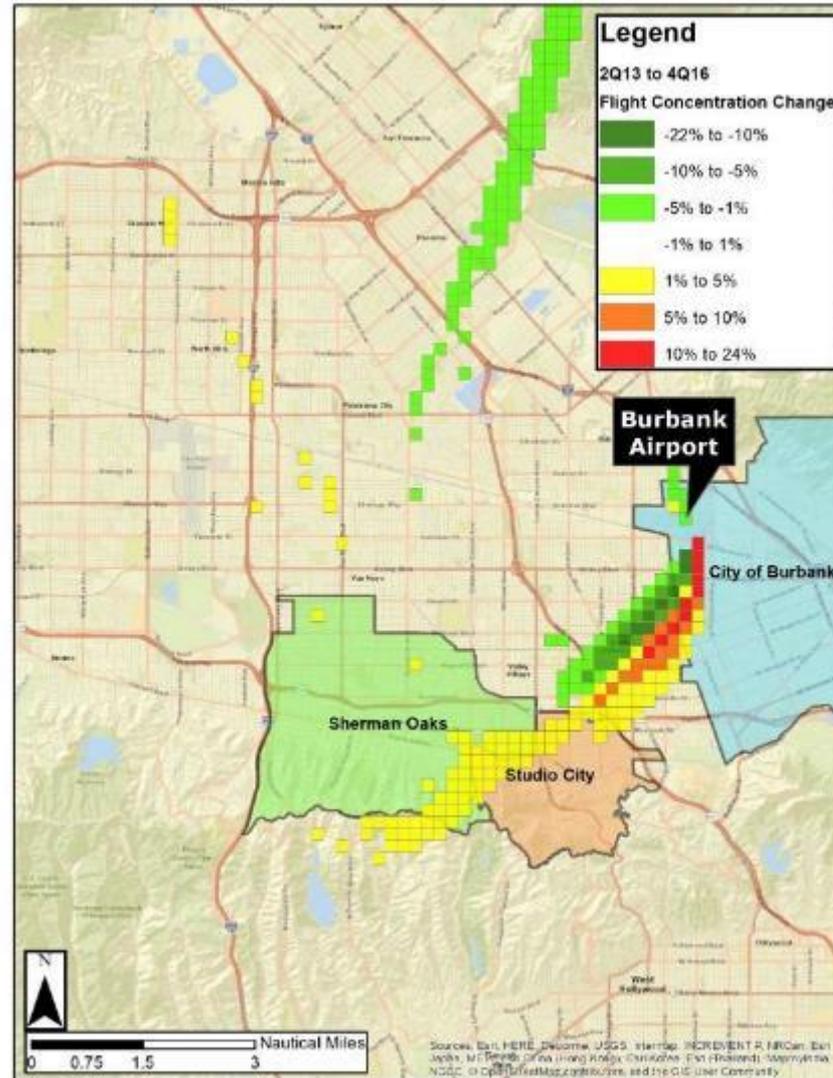






# Flight Concentration Changes

– Flight Track Concentration Changes from 2<sup>nd</sup> Quarter 2013 to 4<sup>th</sup> Quarter 2016



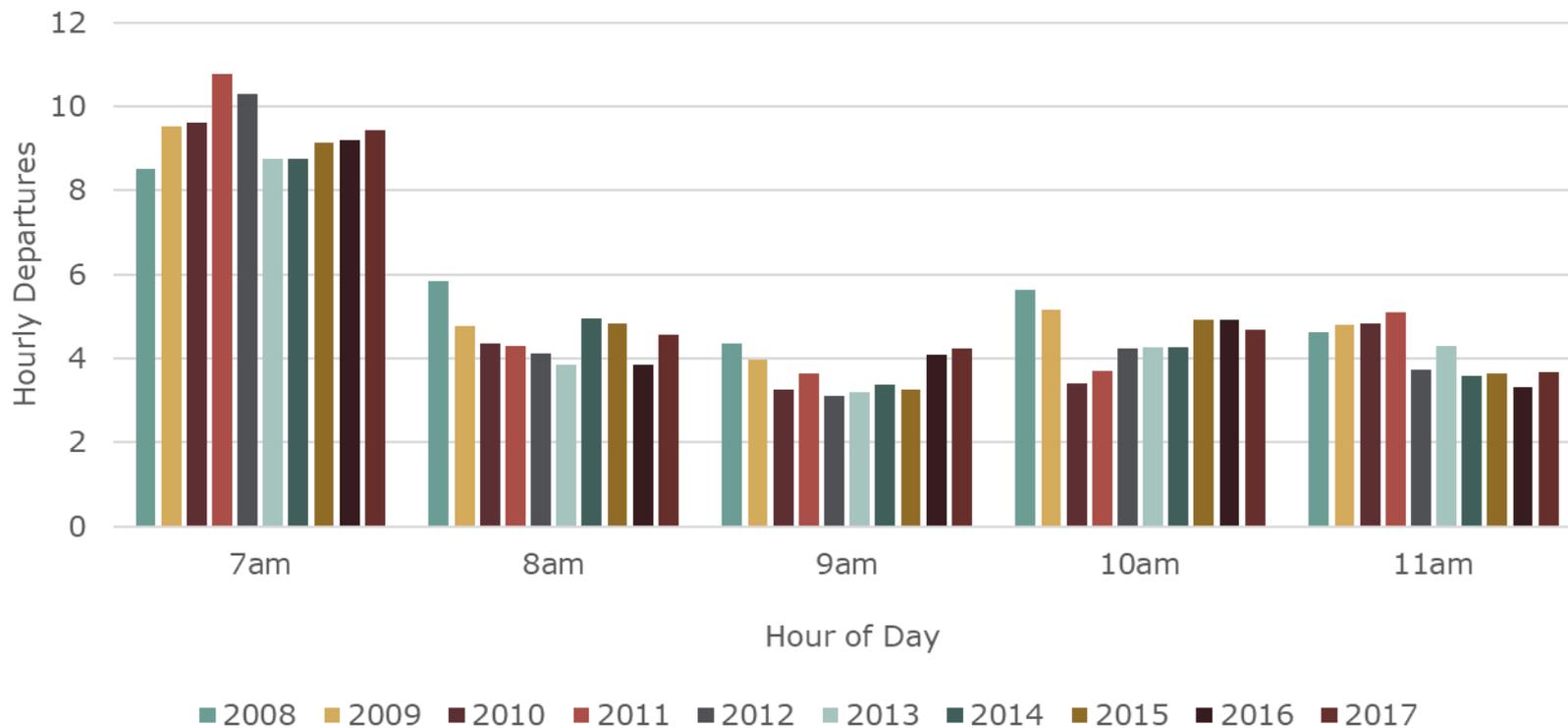




# Frequency of Flights

– Average Hourly Departures

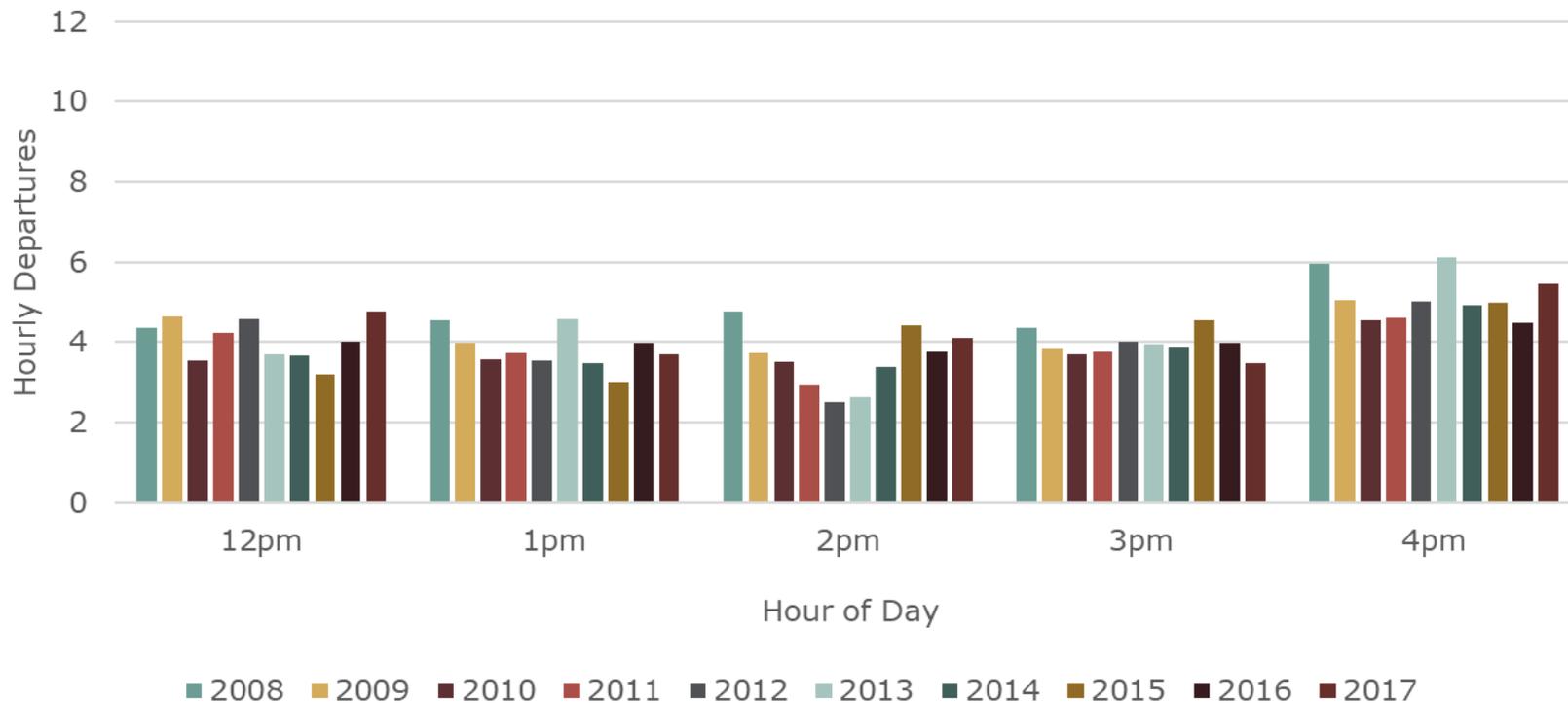
Average Hourly Departures - Air Carrier (7am-12pm)



# Frequency of Flights

– Average Hourly Departures

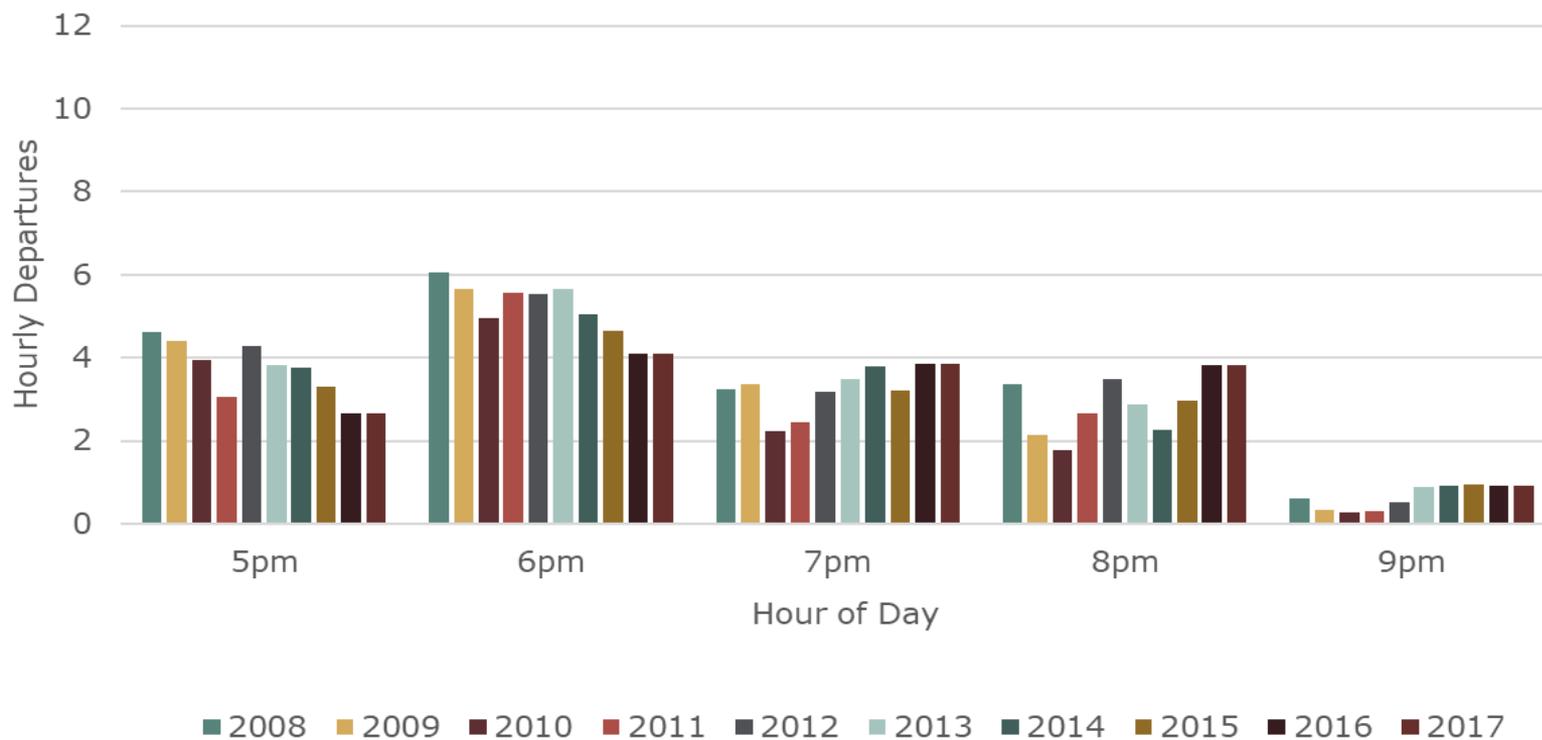
Average Hourly Departures - Air Carrier (12pm-5pm)



# Frequency of Flights

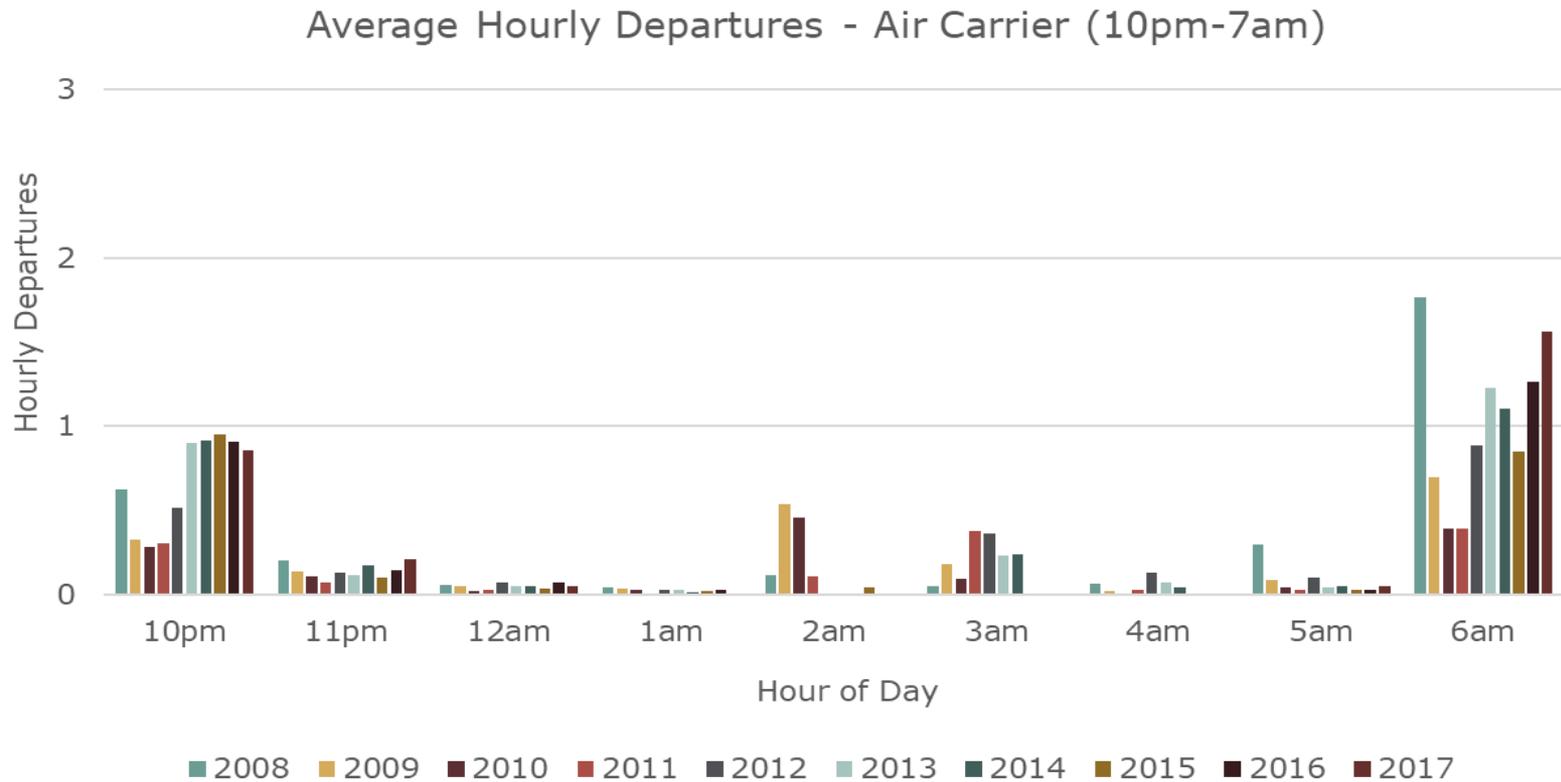
– Average Hourly Departures

Average Hourly Departures - Air Carrier (5pm-10pm)



# Frequency of Flights

– Average Hourly Departures



# Noise Monitor Levels

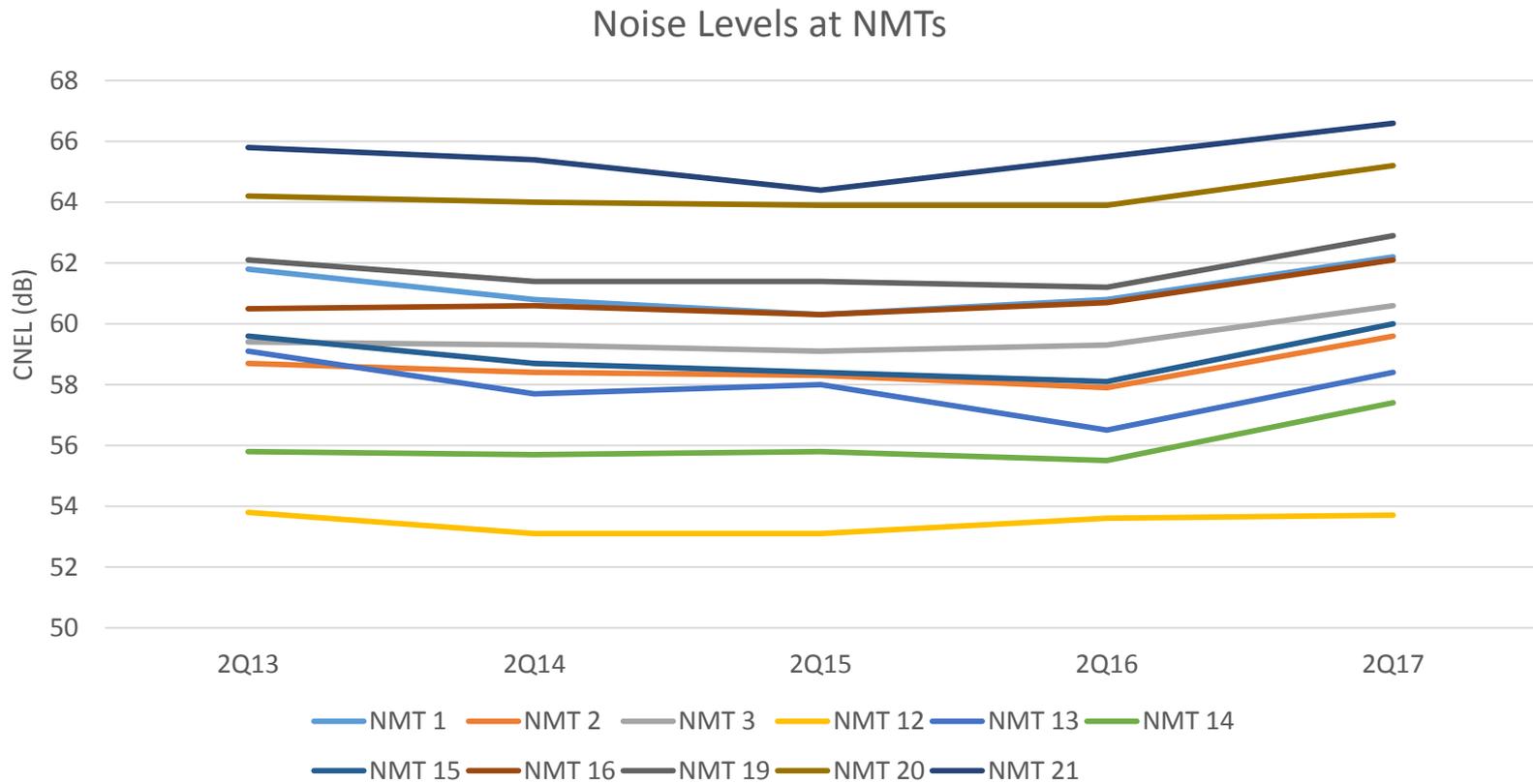
## – Noise Monitor Map



BURBANK AIRPORT - NOISE MONITOR LOCATIONS

# Noise Monitor Levels

## – Noise Monitor Map



# Roles and Responsibilities

- Federal Aviation Administration
  - Air Traffic Organization (ATO)
    - Is responsible for safe and efficient flight activity
    - Has sole authority over the controlling of aircraft in flight and on the ground
    - Assigns aircrafts to runways based on operational factors
    - Modifies and develops new procedures at airports to improve safety and efficiency of the National Airspace System (NAS)
  - Airports Division (AD)
    - Ensures that the NAS is safe, efficient, and environmentally responsible and meets the needs of the traveling public
    - Works with airports to ensure that they meet FAA safety guidelines, to develop plans for future growth, and to address environmental impacts.
    - Provides funding through entitlements and grants to assist airport to maintain and improve facilities

# Roles and Responsibilities

- Hollywood Burbank Airport
  - Provides a safe, efficient, and financially sustainable facility for airlines, general aviation users, tenants and the traveling public
  - Strives to be a good neighbor to nearby communities by working with the FAA and aircraft operators
  - Addresses community concerns regarding airport facilities and airport operations
  - Complies with FAA safety and operational guidelines
  - Promotes continuing air service
  - Generates continuous economic benefits for the community at large
  - Does not have the authority to control aircraft operations or design arrival or departure routes



# Roles and Responsibilities

## – Airlines

- Are responsible for the transport of people and cargo to and from an airport in a safe, comfortable, and financially profitable way.
- Schedule their flights according to market demand and their business models as well as select the appropriate aircraft.
- Airlines must comply with FAA air traffic control instructions and comply with airport voluntary noise abatement procedures when feasible.

# Preliminary Conclusions

- Air Carrier operations have fluctuated over the past 10 years.
  - Depended on aviation market demand and not the SoCal Metroplex project implementation
- Departure flight track concentration shifted south during periods before and after the SoCal Metroplex implementation in March 2017
- Noise levels at monitors south of the airport increased due to an increase in airport operations. Not attributed to the SoCal Metroplex implementation
- The frequency of flights has remained consistent over the past 10 years. However, the frequency under the concentrated path has increased. The SoCal Metroplex implementation was not a factor

# Thank You

–Questions?



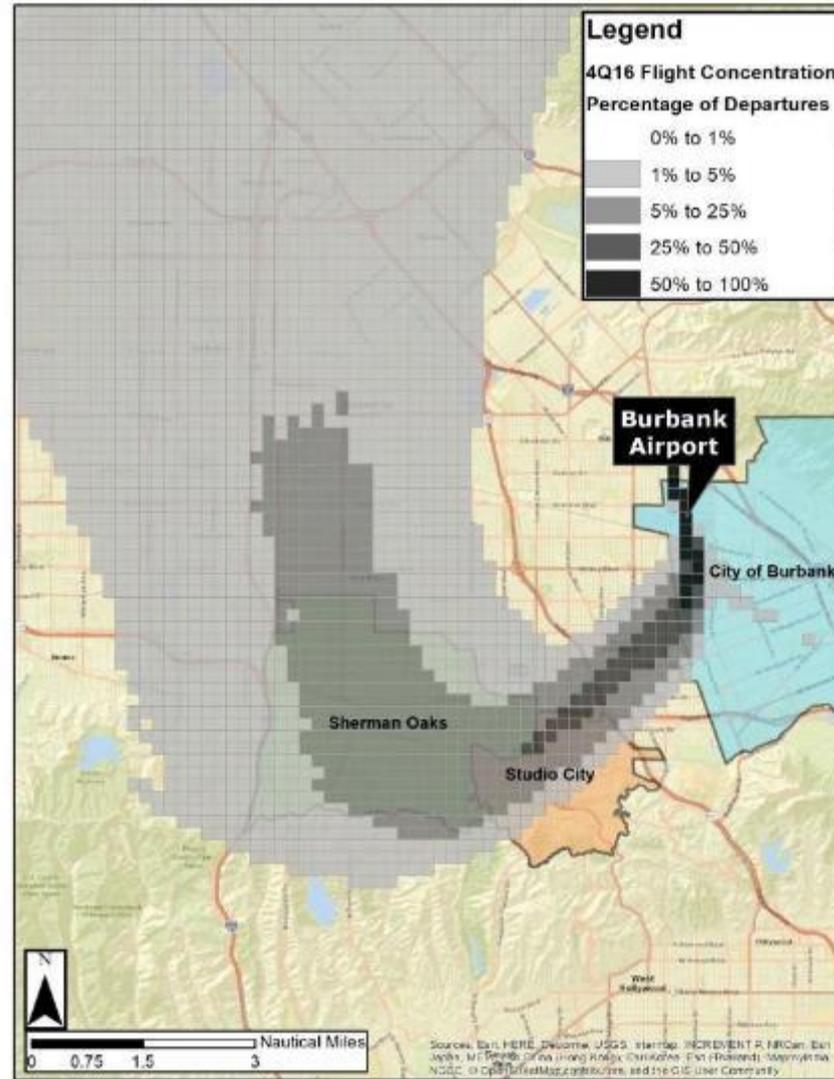






# Flight Corridor and Concentration

– Flight Track Concentration  
4th Quarter 2016



# Flight Corridor and Concentration

- Flight Tracks  
2<sup>nd</sup> Quarter 2017

