



July 19, 2019

The Honorable Daniel K. Elwell
Acting Administrator
Federal Aviation Administration
800 Independence Ave., S.W.
Washington, DC 20591

Re: Flight Takeoff Patterns at the Bob Hope Airport

Dear Administrator Elwell:

I write on behalf of the Burbank-Glendale-Pasadena Airport Authority (“Authority”) owner/operator of the Bob Hope Airport, commonly known as Hollywood Burbank Airport (“Airport”). This letter follows up on my previous letter of June 27, 2019, in which the Authority recommended to the FAA that it implement adjustments to the takeoff patterns from the Airport to address the growing concerns of area residents, elected officials and the Authority regarding over flight noise and its impact on residents under flight paths. Specifically, in my June 27th correspondence, I included a resolution of the Authority requesting the FAA implement alternative dispersal headings and optimize ascent for flights departing the Airport in order to achieve an equitable distribution of impact on affected communities. The resolution also recommended the FAA maximize feasible time intervals between flights departing the Airport.

The Authority fully appreciates that the FAA is currently preparing an Environmental Assessment (“EA”) for proposed changes to certain departure procedures at the Airport. The Authority also thanks the FAA for participating in an advisory capacity in the upcoming meetings of the Southern San Fernando Valley Airplane Noise Task Force (“Noise Task Force”) with the Airport and representatives of thirteen officeholders representing the affective communities, including California’s two senators, three other members of the House of Representatives, and a number of Los Angeles City Councilmembers in developing recommendations for improving the aircraft noise environment in the Valley.

Given these ongoing efforts, which will hopefully lead to long-term relief for the impacted parties from aircraft noise, the Authority hereby requests that the FAA take action in the interim to ensure that the historical flight procedures/flight patterns are used by aircraft operators at the Airport while the EA is prepared and the Noise Task Force completes its work.

The Authority makes this request for interim action by the FAA aware that under federal law the United States Government has exclusive sovereignty over airspace of the United States and understanding that under the Airport Noise & Capacity Act of 1990 (“ANCA”) an airport proprietor, such as the Authority, cannot, absent FAA approval, restrict or limit the flight takeoff patterns at the Airport to address local noise impacts.

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Your consideration of this request is greatly appreciated.

Sincerely,



Ray Adams
President

cc: Commissioners, Burbank-Glendale-Pasadena Authority Airport
Frank Miller, Burbank-Glendale-Pasadena Authority Airport
Raquel Girvin, FAA, Western-Pacific Region
Mark McClardy, FAA, Western-Pacific Region
Robin K. Hunt, FAA, Western-Pacific Region
Dave Cushing, FAA, Los Angeles Airports District Office