



The Honorable Dan Elwell
 Acting Administrator
 Federal Aviation Administration
 800 Independence Avenue SW, Room 1022
 Washington, DC 20591

Dear Administrator Elwell:

The Burbank City Council and Burbank-Glendale-Pasadena Airport Authority have been receiving resident concerns regarding the impacts of NextGen in our community. The residents believe they are experiencing increased aircraft noise due to lower altitude flights, and they ask that we take all possible steps to address these concerns. It appears this increase in noise is a result of new flight patterns instituted by the FAA as part of its implementation of the NextGen air traffic control technology.

We understand that the safety of the flying public is the first priority of the FAA, as it should be. We also understand that NextGen is intended to increase efficiency for airplanes and their customers. However, we believe there are some steps that the FAA can take now and in the near future to eliminate any future impacts inflicted on our residents. As the FAA reviews its post-implementation of the SoCal Metroplex project, we ask that you consider all options to reduce the noise impact in Burbank. The FAA may consider:

- Adjustments to the current flight path to limit the noise in our community.
- Enforcement of FAA-established altitude levels for planes flying above residential areas.
- Reduce and/or eliminate negative impacts of future FAA flight path changes.

The FAA's own website notes that noise, particularly disruptions to sleep, can have serious, ongoing health effects, and mentions a related research plan. We urge the FAA to pursue these changes, and to take action to address the noise and lower altitude flight concerns in our community.

Sincerely,

Will Rogers
 Mayor

Emily Cabel-Luddy
 Vice Mayor

Jess Talamantes
 Council Member

Bob Frutos
 Council Member

Sharon Springer
 Council Member

Terry Tomek
 President, Burbank Glendale Pasadena Airport Authority



City of Burbank
 275 E. Olive Ave., Burbank, California 91510
 www.burbankca.gov



Burbank Glendale Pasadena Airport Authority
 2827 N. Hollywood Way, Burbank, CA 91505
 www.hollywoodburbankairport.com



December 10, 2018

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

Re: Proposed Amendment to OROSZ and SLAPP Area Navigation Departure Procedures at Hollywood Burbank Airport — Request for Consideration of Dispersal Headings/Other Lateral Track Variations to Address Community Noise Concerns

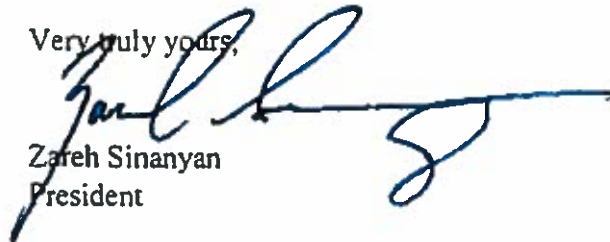
Dear Administrator Elwell:

The Federal Aviation Administration (“FAA”) recently solicited public comments on proposed amendments to the OROSZ and SLAPP area navigation departure (“RNAV”) procedures at Bob Hope Airport (commonly known as Hollywood Burbank Airport) (“Airport”). The Burbank-Glendale-Pasadena Airport Authority (“Authority”), owner and operator of the Airport, respectfully submits this letter pursuant to Section 175 of the FAA Reauthorization Act of 2018 (“Act”) to request that you consider the feasibility of dispersal headings or other lateral track variations to address community noise concerns.

Earlier this year, in response to a significant increase in noise complaints, the Authority retained the firm Landrum & Brown, Inc. (“L&B”) to prepare a flight path analysis and report on the impact of the FAA’s implementation of NextGen in the Southern California Metroplex. L&B presented its findings to the Authority’s Operations & Development Committee at an evening meeting on October 18, 2018. There was exceptionally high public attendance — hundreds of people were accommodated in the meeting room and an overflow space had to be provided. Dozens of public speakers, most of whom are residents of the Studio City and Sherman Oaks neighborhoods in the City of Los Angeles, expressed concerns about increased aircraft noise experienced since the FAA’s March 2017 NextGen implementation in the Southern California Metroplex.

As such, the Authority has consulted with the affected community and makes this request that the proposed OROSZ and SLAPP RNAV amendments not be approved until the FAA analyzes the feasibility of dispersal headings or other lateral track variations to address community noise concerns. Thank you for your attention to this important matter.

Very truly yours,

A handwritten signature in blue ink, appearing to read 'Zareh Sinanyan', written over a horizontal line.

Zareh Sinanyan
President

cc: FAA Operations Support Group, C/O Public Comments
The Honorable Adam Schiff, Member of Congress, California District 28
The Honorable Brad Sherman, Member of Congress, California District 30
The Honorable Eric Garcetti, Mayor, City of Los Angeles
The Honorable Paul Kerkorian, Council Member, City of Los Angeles
The Honorable Emily Gable-Luddy, Mayor, City of Burbank
Commission Members, Burbank-Glendale-Pasadena Airport Authority



U.S. Department
of Transportation

Federal Aviation
Administration

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

March 27, 2019

Mr. Zareh Sinanyan
President, Burbank-Glendale-Pasadena
Airport Authority
2627 Hollywood Way
Burbank, CA 91505

RECEIVED

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Burbank-Glendale-Pasadena
Airport Authority

Dear Mr. Sinanyan:

Thank you for your December 10, 2018, letter about your concerns with the proposed amendments to the OROSZ and SLAPP area navigation departure procedures at Hollywood Burbank Airport. The Federal Aviation Administration (FAA) is sensitive to community noise concerns and welcomes public involvement as it seeks to improve the safety and efficiency of the National Airspace System.

In accordance with the National Environmental Policy Act and FAA regulations and policies for community engagement, we will prepare an Environmental Assessment (EA) of the proposed OROSZ THREE DEPARTURE and SLAPP TWO DEPARTURE Open Standard Instrument Departure procedures at Hollywood Burbank Airport. The assessment will evaluate the environmental impact of the proposed amendments to these procedures, and reasonable alternatives to the proposed amendments, but it will not represent a reevaluation of the Southern California Metroplex. The FAA will consider your comments regarding the feasibility of dispersal heading or other lateral track variations during the EA process.

If I can be of further assistance, please contact me or Philip Newman, Assistant Administrator for Government and Industry Affairs, at (202) 267 3277.

Sincerely,

Daniel K. Elwell
Acting Administrator

June 27, 2019



The Honorable Daniel K. Elwell
Acting Administrator
Federal Aviation Administration
800 Independence Avenue SW
Washington D.C. 20951

Re: Resolution of the Burbank-Glendale-Pasadena Airport Authority Commission
Recommending Adjustments to Flight Takeoff Patterns

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"). As you may be aware, for the past eighteen months the Authority has received a continuous and voluminous amount of complaints from area residents regarding overflight noise.

The Authority is in receipt of your March 27, 2019 response to the Authority's request under Section 175 of the FAA Reauthorization Act of 2018 for consideration of the feasibility of dispersal headings or other lateral track variations to address community noise concerns. We are also in receipt of correspondence from Congressional Representatives regarding the same noise issue.

The Authority acknowledges the fact that your office is addressing a multitude of matters. Although we certainly do not minimize those matters, we feel it is important to reiterate our position that minimizing quality of life impacts from overflights should remain a priority.

Attached, please find an Authority Commission resolution recommending adjustments to the takeoff patterns from the Airport. The Commission unanimously adopted this resolution, and the Mayors of the Cities of Burbank, Glendale, and Pasadena have each concurred with it.

Your consideration of these recommendations is greatly appreciated.

Sincerely,

Ray Adams
Vice President

attach.

cc: The Honorable Diane Feinstein, Senator, United States Senate
The Honorable Kamala Harris, Senator, United States Senate
The Honorable Adam Schiff, Member of Congress
The Honorable Brad Sherman, Member of Congress
The Honorable Emily Gabel-Luddy, Mayor, City of Burbank
The Honorable Ara Najarian, Mayor, City of Glendale
The Honorable Terry Tornek, Mayor, City of Pasadena
Mr. Kirk Schaffer, Associate Administrator, Airports, FAA
Ms. Teri Bristol, Chief Operating Officer, Air Traffic Organization, FAA
Ms. Raquel Girvin, Regional Administrator, Western-Pacific Region, FAA
Mr. Mark McClardy, Director, Western-Pacific Region, Airports, FAA
Mr. Dave Cushing, Manager, Los Angeles Airports District Office, FAA
Commissioners, Burbank-Glendale-Pasadena Airport Authority

RESOLUTION NO. 483

**A RESOLUTION OF THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY COMMISSION
RECOMMENDING TO THE FEDERAL AVIATION ADMINISTRATION
HOLLYWOOD BURBANK AIRPORT TAKEOFF FLIGHT PATTERN ADJUSTMENTS**

The Burbank-Glendale-Pasadena Airport Authority Commission resolves as follows:

WHEREAS, the Burbank-Glendale-Pasadena Airport Authority ("Authority") owns and operates the Hollywood Burbank Airport ("Airport"); and

WHEREAS, the Authority's mission is to provide state-of-the-art regional airport facilities and related services which are efficient, safe, convenient, and user-friendly, while being a good neighbor; and

WHEREAS, the Authority strives to be a good neighbor to all surrounding communities; and

WHEREAS, the Authority has worked diligently with passenger airlines to obtain compliance with a voluntary curfew on scheduled takeoffs and arrivals between the hours of 10 p.m. to 6:59 a.m. local time; and

WHEREAS, the Authority spent nearly \$7,000,000 and nine years in an unsuccessful effort to obtain Federal Aviation Administration ("FAA") approval of a Part 161 Application seeking to convert the voluntary curfew into a mandatory restriction; and

WHEREAS, the Authority additionally has spent millions of dollars in noise mitigation and abatement activities; and

WHEREAS, documented changes in takeoff flight patterns have concentrated flights over neighborhoods south of the Ventura freeway; and

WHEREAS, in 2018 a consultant retained by the Authority studied these takeoff flight pattern changes and identified several possible contributing factors including the FAA's NextGen Transportation System, steadily rising summer temperatures since 2012, and an increased number of aircraft in Southern California's airspace; and

WHEREAS, federal law (49 U.S.C. § 40103) provides that the "United States Government has exclusive sovereignty of airspace of the United States" and requires the FAA to "prescribe air traffic regulations on the flight of aircraft."

NOW, THEREFORE, in an effort to improve the quality of life in neighborhoods south of the Ventura Freeway, the Authority Commission recommends as follows:

1. That the FAA implement alternative dispersal headings and optimize ascent for flights departing the Airport in order to achieve an equitable distribution of impacts on affected communities.

2. That the FAA implement the maximum feasible time interval between flights departing the Airport as conditions will allow.

Adopted this 17th day of June, 2019.



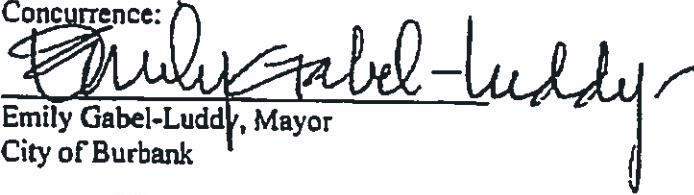
Ray Adams, Vice President
Burbank-Glendale-Pasadena Airport Authority

Attest:



Ross Selvidge, Ph.D, Secretary

Concurrence:



Emily Gabel-Luddy, Mayor
City of Burbank



Ara Najarian, Mayor
City of Glendale



Terry Tomek, Mayor
City of Pasadena


STATE OF CALIFORNIA)
)ss.
COUNTY OF LOS ANGELES)

I, Frank Miller, do hereby certify that the foregoing resolution was duly and regularly adopted by the Commissioners of the Burbank-Glendale-Pasadena Airport Authority ("Authority") as a result of the following vote taken at the Authority's regularly scheduled meeting on June 17, 2019:

AYES: Commissioners Adams, Brown, Gharpetian, Tomek,
 Devine, Madison, Wiggins and Selvidge

NOES: NONE

ABSENT: NONE



Frank R. Miller
Assistant Secretary



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.

2627 Hollywood Way • Burbank, California 91505 • (818) 840-8840 • Fax: (818) 848-1173

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Elwell, Daniel K.
July 19, 2019
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Your consideration of this request is greatly appreciated.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ray Adams', with a stylized flourish at the end.

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



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Office of the Regional Administrator

777 S. Aviation Blvd.
El Segundo, CA 90245

AUG 16 2019

Ray Adams
Vice President, Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, California 91505

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AUG 22 2019

**Burbank-Glendale-Pasadena
Airport Authority**

Dear Mr. Adams:

Thank you for your June 27, 2019, letter with the Burbank-Glendale-Pasadena Airport Authority Commission's resolution recommending adjustments to takeoff flight patterns from the Hollywood Burbank Airport (BUR). Thank you for your July 19, 2019 letter that follows up on your June 27, 2019 letter.

We have addressed the two recommendations contained within the Burbank-Glendale-Pasadena Airport Authority Commission's resolution below:

Recommendation 1:

That the FAA implement alternative dispersal headings and optimize ascent for flights departing the Airport in order to achieve an equitable distribution of impacts on affected communities.

FAA Response:

Flight procedures remain within the same historical flight paths that existed prior to the implementation of the Southern California Metroplex. Any proposed adjustment would have to be developed as a new procedure, subject to its own independent process as required by law.

On December 10, 2018, Zareh Sinanyan, President of the Burbank-Glendale-Pasadena Airport Authority, submitted a similar request pursuant to Section 175 of the FAA Reauthorization Act of 2018. In that letter, Mr. Sinanyan asked for the FAA to "consider the feasibility of dispersal headings or other lateral track variations to address community noise concerns." If your June 27, 2019, letter is requesting the same, please note that the FAA previously advised it will consider Mr. Sinanyan's request during the FAA's proposed environmental assessment process. However, if you are requesting airspace procedure changes outside the applicability of the Section 175 of the FAA Reauthorization Act, please consult the FAA's Instrument Flight Procedures (IFP) Information Gateway website. For your ease of reference, here is the link to that website:
https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/.

Recommendation 2:

That the FAA implement the maximum feasible time interval between flights departing the Airport as conditions will allow.

FAA Response:

Scheduling aircraft to/from public-use airports is outside of the FAA's scope, and is controlled by the owners/operators of the aircraft/airlines.

Regarding your request 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", we would like to reiterate that the satellite-navigation portions of today's departure procedures at BUR start 11 to 17 nautical miles north and northwest of the airport. Controllers handle aircraft departing from BUR today as they did before Metroplex; controllers vector aircraft as soon as the aircraft reach the minimum vectoring altitude (MVA) and the departing aircraft have at least 3-nautical mile lateral / 1000-foot vertical separation from other aircraft in the airspace, such as, but not limited to, aircraft arriving into BUR or aircraft departing from Van Nuys airport.

Thank you for this opportunity to review and respond to your concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Raquel Girvin". The signature is fluid and cursive, with a long horizontal stroke at the end.

Raquel Girvin
Regional Administrator