

**THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY'S UPDATE
REGARDING ITS NOISE IMPACT AREA REDUCTION PLAN**

THIRD QUARTER 2021

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 Hollywood Burbank Airport's ("Airport") Noise Impact Area Reduction Plan ("Plan").

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

- The Airport's Noise Impact Area for the third quarter 2021 as defined by the Noise Standards, was 3.41 acres of incompatible land within the 65 dB, a 158.33% increase from previous quarter of 1.32 acres.¹ The Noise Impact Area at the time the Authority's current variance was granted was 60.84 acres.
- As of September 30, 2021, the Authority has completed the acoustical treatment of 2,445 residences as part of its Residential Acoustical Treatment Program ("RATP"), and there are no units under construction, design phase or pending signing of the RATP participation agreement. (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 received 197,458 noise complaints from 403 individuals, more from the same period in 2020 when 147,776 noise complaints were filed from 348 individuals. Of the 197,458 total complaints, 1,665 complaints were from 13 local residents in Burbank. These and the balance of complaints were focused primarily on the FAA's implementation of NextGen flight procedure and were submitted predominantly by residents in South Burbank, Studio City and Sherman Oaks; miles from the outer most boundary of the current 65 CNEL contour.
- During this quarter, there were no general aviation operators that violated the Airport noise nighttime rules. Less from last quarter and no changes from the same
- In August 2019, the newly formed Southern San Fernando Valley Noise Task Force held its inaugural meeting. The purpose is to collaborate on solutions to existing aircraft operations affecting communities in the southern San Fernando Valley. The task force voting members, along with advisors from Hollywood Burbank Airport, Los Angeles World Airports, and the Federal Aviation Administration will work to address community concerns regarding aircraft noise resulting from aircraft departing from Van Nuys Airport (VNY) and Hollywood Burbank Airport (BUR) in the southern San Fernando Valley. By the end of 1Q 2020, the task force has had a total of 6 meetings and is presently formulating and evaluating potential recommendations to be submitted to the FAA for review and

consideration. In May 2020, Southern San Fernando Valley Noise Task Force evaluated and voted on recommendations for submission to the FAA.

AUTHORITY’S PRIOR EFFORTS TO OBTAIN MANDATORY CURFEW

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 both the Authority’s second and third Part 150 Studies approved by the FAA in 2000 and 2016. The Authority has now completed and submitted a pre-application to the FAA for grant

funding to continue the program as provided for in the NCP. The mitigation measures approved 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.

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 Quarter - 65 CNEL boundary area are as follows:

| | Total Units | Completed | In Construction | Not Treated |
|----------------------|--------------------|------------------|------------------------|--------------------|
| Single-Family | 92 | 69 | 0 | 23 |
| Multi-Family | 0 | 0 | 0 | 0 |
| Total | 92 | 69 | 0 | 23 |

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 2015, \$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.

Due to COVID-19 pandemic, the Airlines had to cut down on their operations, which reduced the contour and less property units lie within the 65 CNEL contour area.

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, 2021, Acoustical treatment of 2,445 units is completed. |
| 2. Acquisition of avigation easements over land within the 65 + CNEL contour (prior program eligibility area and as currently amended with 2013 NEM) | As of September 30, 2021, a total of 2,179 Avigation Easements have been acquired. |
| 3. Continue as needed acoustical treatment program for schools and preschools not previously treated within 65 CNEL contour. | Completed. |

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| <p>4. Continue noise abatement information program.</p> | <p>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 in 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.</p> |
| <p>5. Monitor log of nighttime runway use and operations by aircraft type.</p> | <p>Ongoing.</p> |
| <p>NOISE ABATEMENT MEASURES</p> | |
| <p>MEASURE</p> | <p>STATUS</p> |
| <p>1. Continue requiring compliance with Airport’s Engine Test Run-up Policy.</p> | <p>Ongoing.</p> |

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|---|-----------------|
| <p>2. Continue promoting use of AC 91-53A Noise Abatement Departure Procedure by air carrier jets.</p> | <p>Ongoing.</p> |
| <p>3. Continue promoting use of NBAA noise abatement procedures, or equivalent manufacture procedure, by general aviation jets.</p> | <p>Ongoing.</p> |

**THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY'S UPDATE
REGARDING ITS NOISE IMPACT AREA REDUCTION PLAN**

SECOND QUARTER 2021

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 Hollywood Burbank Airport's ("Airport") Noise Impact Area Reduction Plan ("Plan").

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

- The Airport's Noise Impact Area for the second quarter 2021 as defined by the Noise Standards, was 1.32 acres of incompatible land within the 65 dB, which did not change from previous quarter of 1.32 acres.¹ The Noise Impact Area at the time the Authority's current variance was granted was 60.84 acres.
- As of June 30, 2021, the Authority has completed the acoustical treatment of 2,445 residences as part of its Residential Acoustical Treatment Program ("RATP"), and there are no units under construction, design phase or pending signing of the RATP participation agreement. (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 received 171,195 noise complaints from 391 individuals, less from the same period in 2020 when 141,548 noise complaints were filed from 370 individuals. Of the 171,195 total complaints, 2,657 complaints were from 20 local residents in Burbank. These and the balance of complaints were focused primarily on the FAA's implementation of NextGen flight procedure and were submitted predominantly by residents in South Burbank, Studio City and Sherman Oaks; miles from the outer most boundary of the current 65 CNEL contour.
- During this quarter, staff investigated 1 general aviation operators for suspected noise rule violations. One general aviation operator was found in violation of the noise rules and was subsequently issued a fine in the amount of \$4,702.00. This was an increase of 1 from last quarter and an increase of 1 from the same period in 2020.
- In August 2019, the newly formed Southern San Fernando Valley Noise Task Force held its inaugural meeting. The purpose is to collaborate on solutions to existing aircraft operations affecting communities in the southern San Fernando Valley. The task force voting members, along with advisors from Hollywood Burbank Airport, Los Angeles World Airports, and the Federal Aviation Administration will work to address community concerns regarding aircraft noise resulting from aircraft departing from Van Nuys Airport (VNY) and Hollywood Burbank Airport (BUR) in the southern San Fernando Valley. By the end of 1Q

2020, the task force has had a total of 6 meetings and is presently formulating and evaluating potential recommendations to be submitted to the FAA for review and consideration. In May 2020, Southern San Fernando Valley Noise Task Force evaluated and voted on recommendations for submission to the FAA. The Task Force is now in recess with date, time, and location of continuation to be determined.

AUTHORITY'S PRIOR EFFORTS TO OBTAIN MANDATORY CURFEW

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 both the Authority's second and third Part 150 Studies approved by the FAA in 2000 and 2016. The Authority has now completed and submitted a pre-application to the FAA for grant funding to continue the program as provided for in the NCP. The mitigation measures approved 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.

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 Quarter - 65 CNEL boundary area are as follows:

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 2015, \$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.

| | Total Units | Completed | In Construction | Not Treated |
|---------------------------|------------------------|------------------|----------------------------|--------------------|
| Single- Family | 3 | 1 | 0 | 2 |
| Multi- Family | 6 | 5 | 0 | 1 |
| Total | 9 | 6 | 0 | 3 |

Due to COVID-19 pandemic, the Airlines had to cut down on their operations, which reduced the contour and less property units lie within the 65 CNEL contour area.

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 June 30, 2021, Acoustical treatment of 2,445 units is completed. |
| 2. Acquisition of avigation easements over land within the 65 + CNEL contour (prior program eligibility area and as currently amended with 2013 NEM) | As of June 30, 2021, a total of 2,179 Avigation Easements have been acquired. |
| 3. Continue as needed acoustical treatment program for schools and preschools not previously treated within 65 CNEL contour. | Completed. |

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| <p>4. Continue noise abatement information program.</p> | <p>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 in 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.</p> |
| <p>5. Monitor log of nighttime runway use and operations by aircraft type.</p> | <p>Ongoing.</p> |
| <p>NOISE ABATEMENT MEASURES</p> | |
| <p>MEASURE</p> | <p>STATUS</p> |
| <p>1. Continue requiring compliance with Airport’s Engine Test Run-up Policy.</p> | <p>Ongoing.</p> |

| | |
|---|-----------------|
| <p>2. Continue promoting use of AC 91-53A Noise Abatement Departure Procedure by air carrier jets.</p> | <p>Ongoing.</p> |
| <p>3. Continue promoting use of NBAA noise abatement procedures, or equivalent manufacture procedure, by general aviation jets.</p> | <p>Ongoing.</p> |

**THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY’S UPDATE
REGARDING ITS NOISE IMPACT AREA REDUCTION PLAN
FIRST QUARTER 2021**

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 Hollywood Burbank Airport’s (“Airport”) Noise Impact Area Reduction Plan (“Plan”).

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

- The Airport’s Noise Impact Area for the fourth quarter 2021 as defined by the Noise Standards, was 1.32 acres of incompatible land within the 65 dB a 53.02% decrease from previous quarter of 2.81 acres.¹ The Noise Impact Area at the time the Authority’s current variance was granted was 60.84 acres.
- As of March 2021, the Authority has completed the acoustical treatment of 2,445 residences as part of its Residential Acoustical Treatment Program (“RATP”), and there are no units under construction, design phase or pending signing of the RATP participation agreement. (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 received 128,597 noise complaints from 313 individuals, less from the same period in 2020 when 264,032 noise complaints were filed from 437 individuals. Of the 128,597 total complaints, 3,367 complaints were from 12 local residents in Burbank. These and the balance of complaints were focused primarily on the FAA's implementation of NextGen flight procedure and were submitted predominantly by residents in South Burbank, Studio City and Sherman Oaks; miles from the outer most boundary of the current 65 CNEL contour.
- During this quarter, there were no general aviation operators suspected of violating the noise rule. This was a decrease of 2 from last quarter and a decrease of 2 from the same period in 2020.
- In August 2019, the newly formed Southern San Fernando Valley Noise Task Force held its inaugural meeting. The purpose is to collaborate on solutions to existing aircraft operations affecting communities in the southern San Fernando Valley. The task force voting members, along with advisors from Hollywood Burbank Airport, Los Angeles World Airports, and the Federal Aviation Administration will work to address community concerns regarding aircraft noise resulting from aircraft departing from Van Nuys Airport (VNY) and Hollywood Burbank Airport (BUR) in the southern San Fernando Valley. By the end of 1Q 2020, the task force has had a total of 6 meetings and is presently formulating and evaluating potential recommendations to be submitted to the FAA for review and

consideration. In May 2020, Southern San Fernando Valley Noise Task Force evaluated and voted on recommendations for submission to the FAA. The Task Force is now in recess with date, time, and location of continuation to be determined.

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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 both the Authority’s second and third Part 150 Studies approved by the FAA in 2000 and 2016. The Authority has now completed and submitted a pre-application to the FAA for grant funding to continue the program as provided for in the NCP. The mitigation measures approved 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
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- Elimination of certain items previously identified in the NCP as mitigation measures that have been completed or that are no longer applicable.

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 Quarter - 65 CNEL boundary area are as follows:

| | Total Units | Completed | In Construction | Not Treated |
|----------------------|--------------------|------------------|------------------------|--------------------|
| Single-Family | 2 | 1 | 0 | 1 |

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 2015, \$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.

| | | | | |
|---------------------|----------|----------|----------|----------|
| Multi-Family | 0 | 0 | 0 | 0 |
| Total | 2 | 1 | 0 | 1 |

The untreated unit inside the First Quarter 65 CNEL, has indicated future interest in the program but not at this time. Due to COVID-19 pandemic, the Airlines had to cut down on their operations which reduced the contour and less property units lie within the 65 CNEL contour area.

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 March 31, 2021, Acoustical treatment of 2,445 units is completed. |
| 2. Acquisition of avigation easements over land within the 65 + CNEL contour (prior program eligibility area and as currently amended with 2013 NEM) | As of March 31, 2021, a total of 2,179 Avigation Easements have been acquired. |
| 3. Continue as needed acoustical treatment program for schools and preschools not previously treated within 65 CNEL contour. | Completed. |

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| <p>4. Continue noise abatement information program.</p> | <p>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 in 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.</p> |
| <p>5. Monitor log of nighttime runway use and operations by aircraft type.</p> | <p>Ongoing.</p> |
| <p>NOISE ABATEMENT MEASURES</p> | |
| <p>MEASURE</p> | <p>STATUS</p> |
| <p>1. Continue requiring compliance with Airport’s Engine Test Run-up Policy.</p> | <p>Ongoing.</p> |

| | |
|---|-----------------|
| <p>2. Continue promoting use of AC 91-53A Noise Abatement Departure Procedure by air carrier jets.</p> | <p>Ongoing.</p> |
| <p>3. Continue promoting use of NBAA noise abatement procedures, or equivalent manufacture procedure, by general aviation jets.</p> | <p>Ongoing.</p> |