



Frequently Asked Questions

1) What is a Part 150 Study?

Title 14, Part 150 of the Code of Federal Regulations (14 CFR Part 150 or Part 150) establishes a voluntary, Federal Aviation Administration (FAA) administered program that includes procedures for airport operators to follow to assess aircraft noise and land use compatibility. It establishes a single system for the evaluation of aircraft noise, determining the exposure of individuals to aircraft noise, and a standardized airport noise compatibility planning program. The Airport Noise Compatibility Planning program includes: (1) provisions for airport operators to follow to develop and submit the Noise Exposure Map (NEM) and Noise Compatibility Program (NCP) to the FAA; (2) standard noise units, methods, and analytical techniques for use in noise assessments; (3) identification of land uses which are normally considered compatible (or non-compatible) with various levels of aircraft noise based on federal guidelines; and (4) procedures and criteria for FAA approval or disapproval of airport-recommended NCP measures.

2) What is considered incompatible land use?

In accordance with FAA guidance, an Airport Noise Compatibility Study pursuant to Part 150 (Part 150 Study) relies on the Community Noise Equivalent Level (CNEL) in California to assess land use compatibility. The FAA considers all land uses compatible with aircraft noise below 65 dB CNEL and assesses land uses exposed to CNEL of 65 dB or greater to identify non-compatible land uses in accordance with Table 1 in Appendix A of 14 CFR Part 150. Noise sensitive land uses exposed to CNEL of 65 dB or greater could be eligible for federal funding for noise mitigation measures. Such measures and potential eligibility will be assessed in the Part 150 Study.

3) What is CNEL?

CNEL is defined in the California Department of Transportation Division of Aeronautics Noise Standards contained in Title 21, Section 5006 of the California Code of Regulations. This Regulation provides that:

"The level of noise acceptable to a reasonable person residing in the vicinity of an airport is established as a [CNEL] value of 65 dB for purposes of these regulations. This criterion level has been chosen for reasonable persons residing in urban

residential areas where houses are of typical California construction and may have windows partially open. It has been selected with reference to speech, sleep and community reaction."

CNEL is the noise metric required for use in the State of California, and accepted by the FAA for use in California, to assess incompatible land uses with noise from aircraft operations.

4) How are aircraft noise exposure contours generated?

The FAA requires use of its Aviation Environmental Design Tool (AEDT) to generate noise exposure contours from aircraft operations used to assess land use compatibility around airports. AEDT is a software system that models aircraft performance in space and time to estimate fuel consumption, emissions, and noise. The AEDT uses the following aircraft operational data when generating noise exposure contours from aircraft operations:

- ▶ Total number of aircraft operations
- ▶ Aircraft operations by type of aircraft
- ▶ Aircraft operations by time of day
- ▶ Aircraft operations by runway use
- ▶ Aircraft operations by flight track
- ▶ Aircraft operational procedures, including touch and goes

The latest available AEDT model is required by the FAA to generate the noise contours for use in Part 150 Studies, which at the onset of noise modeling for this Part 150 Study was version 3f.

5) How are the noise measurements used in this Part 150 Study?

To ensure consistency among all U.S. airports, the FAA requires the use of its noise model, AEDT, to generate aircraft noise exposure contours. The noise algorithms in AEDT use the results of measurement data provided via the aircraft certification process. Noise measurements typically occur at a relatively small number of discrete monitoring locations not intended to generate contours but rather to monitor changes in noise levels over time. For consistency purposes, the FAA does not allow noise measurements to validate or calibrate the model.

6) What is a Noise Exposure Map (NEM)?

The NEM element of the Part 150 Study describes the airport layout and operation, aircraft-related noise exposure, land uses in the airport environs, and the resulting noise/land use compatibility within the 65 dB CNEL contour. Part 150 requires that the documentation address aircraft operations during two time periods: the year of submission and a forecast year at least five years following the year of submission.

7) What is a Noise Compatibility Program (NCP)?

The NCP element of the Part 150 Study describes the actions the airport proprietor recommends to address existing and future incompatible land uses.

8) How is the study being conducted?

The Part 150 Study is conducted with the assistance of the consulting team, HMMH, through extensive data collection, noise exposure modeling, land use compatibility analyses, community engagement, and evaluation of proposed measures to address incompatible land uses resulting from aircraft noise, guided by FAA regulations and standards. To further assist in the Part 150 Study, a Technical Advisory Committee will be formed to review documentation and analysis results, and provide pertinent expertise; the Citizen's Advisory Committee, being formed by the Airport Authority Commission, will be kept apprised of progress on the Study and will assist in the update of the Authority's NEM and NCP; public open houses will be used to disseminate the information and receive comments, and a public hearing will be conducted near the end of the Study to receive comments on the Authority-recommended measures to address the incompatible land uses around the Airport.

9) Why is the study needed?

The study is necessary to update the aircraft noise exposure contours and identify the remaining incompatible land uses in order to potentially obtain federal funds to reduce incompatible land uses.

10) Has a Part 150 Study previously been prepared for Hollywood Burbank Airport?

Yes.

11) Will the Part 150 Study address changes to flight paths to and from the airport?

While the Study focuses on noise exposure and mitigation, it may include considerations to the FAA for changes in flight operations if they are shown to be successful in reducing the number of people and/or noise-sensitive properties exposed to 65 dB CNEL or greater.

12) Will the results of the Study reduce noise pollution?

The goal of Part 150 is to have all land uses around the airport compatible with noise from aircraft operations.

13) Where is the funding coming from?

The Part 150 Study is funded by the Authority with assistance from an FAA grant.

14) When will the study be completed?

The Part 150 Study is underway and is expected to be completed in the summer of 2026 with the NEM being submitted to the FAA in 2025 and the NCP submitted in 2027.

15) How can I get involved?

Interested community members will have the opportunity to learn more about the Part 150 Study and can get involved by attending open house meetings. Advance notice will appear on social media, in local newspapers, and on the Study webpage. Sign up on the webpage to receive project emails, details on upcoming workshops and engagement opportunities, and updates on the Study.

16) Where can I get more information?

For general questions or information about the study, please contact BURPart150Study@arellanoassociates.com or visit the study webpage at hollywoodburbankairport.com/noise/part-150-study-update

Get Involved

The Part 150 Study is committed to proactive, two-way communication throughout the study process. For more information and to provide comments on the study, visit our webpage.



BURPart150Study@arellanoassociates.com



www.hollywoodburbankairport.com/noise/part-150-study-update