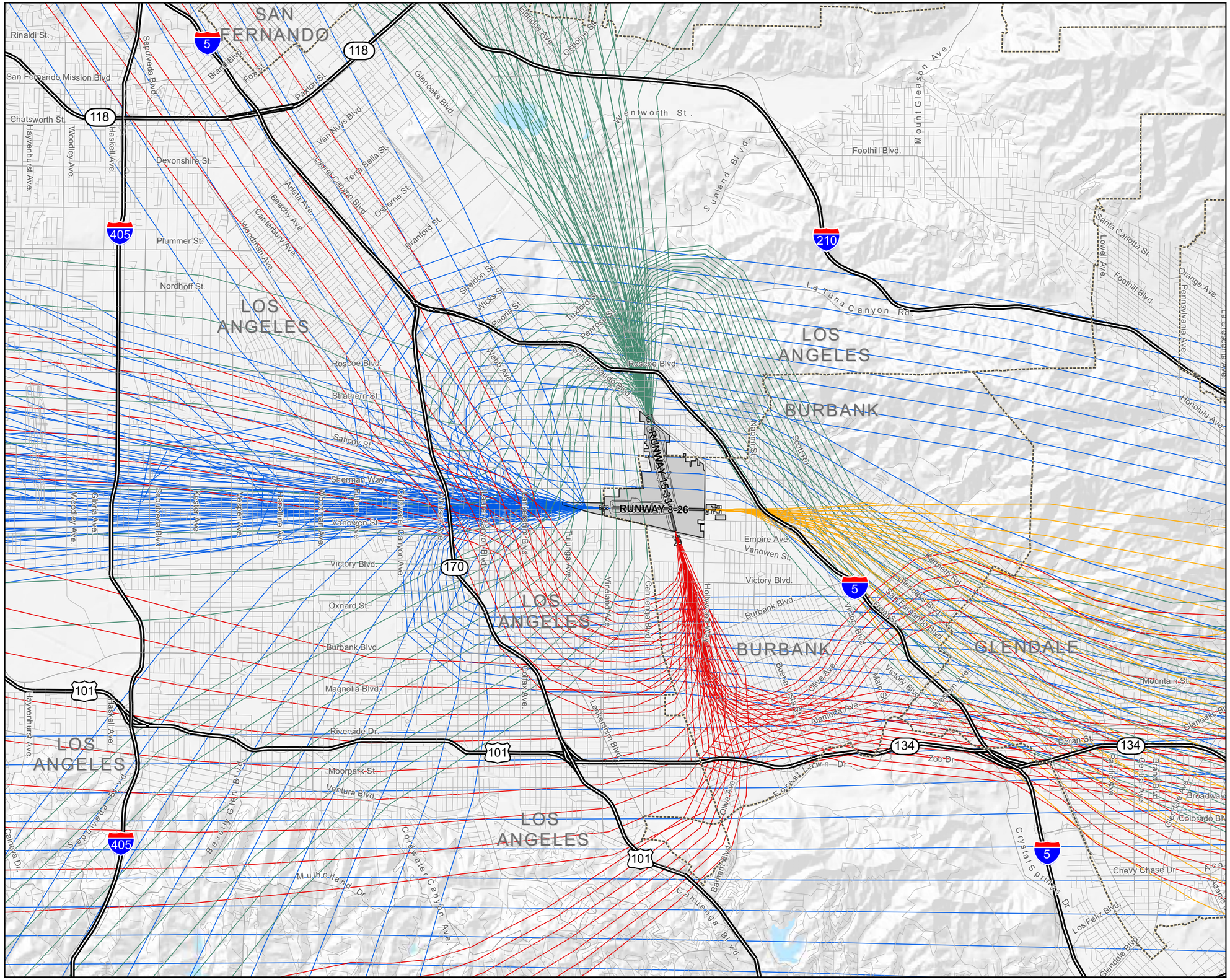


LEGEND

- Generalized Arrival Flight Tracks - Runway 08
- Generalized Arrival Flight Tracks - Runway 15
- Generalized Arrival Flight Tracks - Runway 26
- Generalized Arrival Flight Tracks - Runway 33
- Municipal Boundary
- Airport Boundary
- Freeways
- Roads

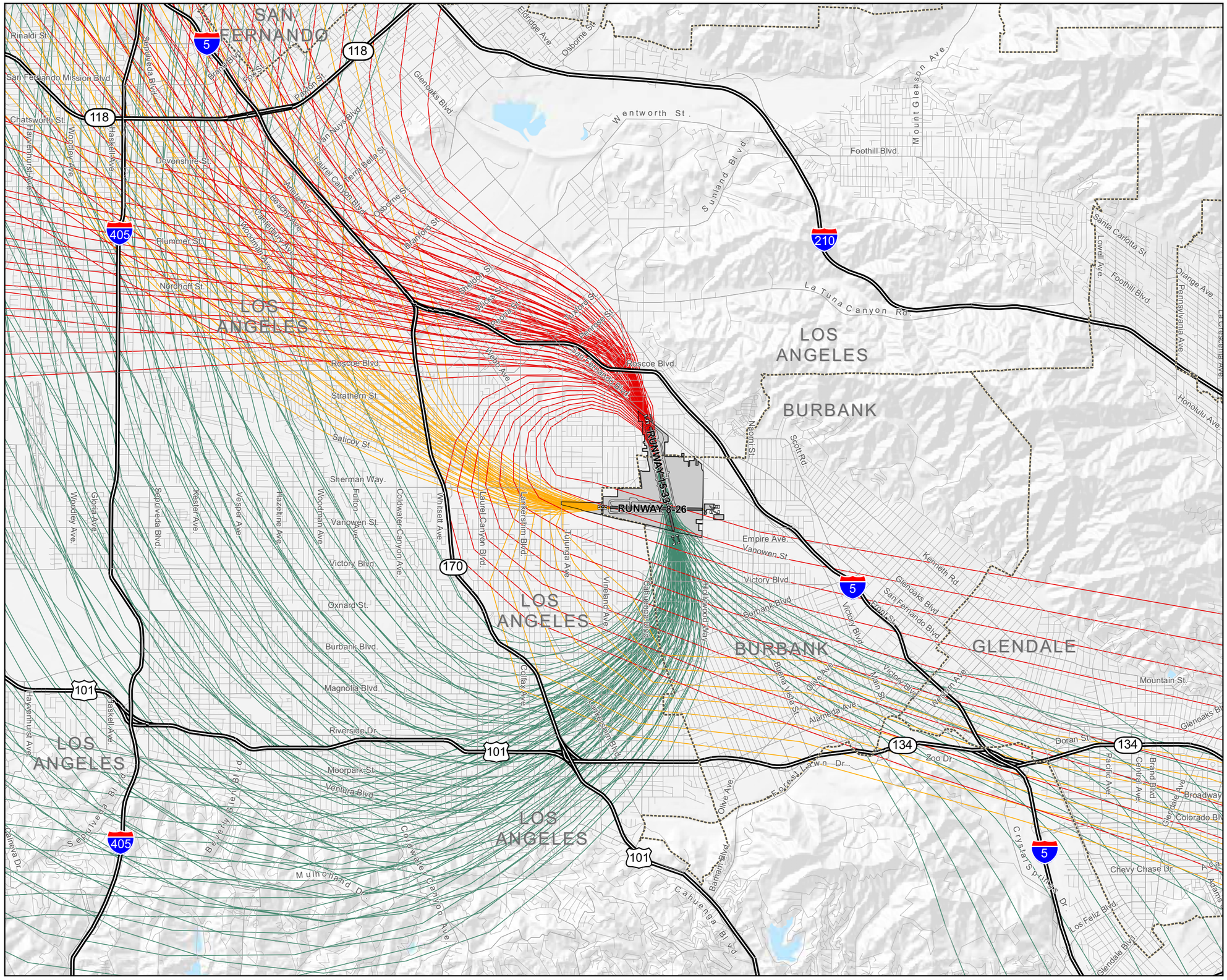
Source: Jacobs Consultancy analysis, 2006-2007

NORTH

0 1,550 3,100 6,200 Feet

Figure B-8
GENERALIZED ARRIVAL FLIGHT TRACKS FOR NOISE MODELING PISTON, TURBOPROP
FAR Part 161 Study for Bob Hope Airport
January 2009

JACOBS CONSULTANCY
Airport Management Consulting



LEGEND

- Generalized Departure Flight Tracks - Runway 08
- Generalized Departure Flight Tracks - Runway 15
- Generalized Departure Flight Tracks - Runway 26
- Generalized Departure Flight Tracks - Runway 33
- Municipal Boundary
- Airport Boundary
- Freeways
- Roads

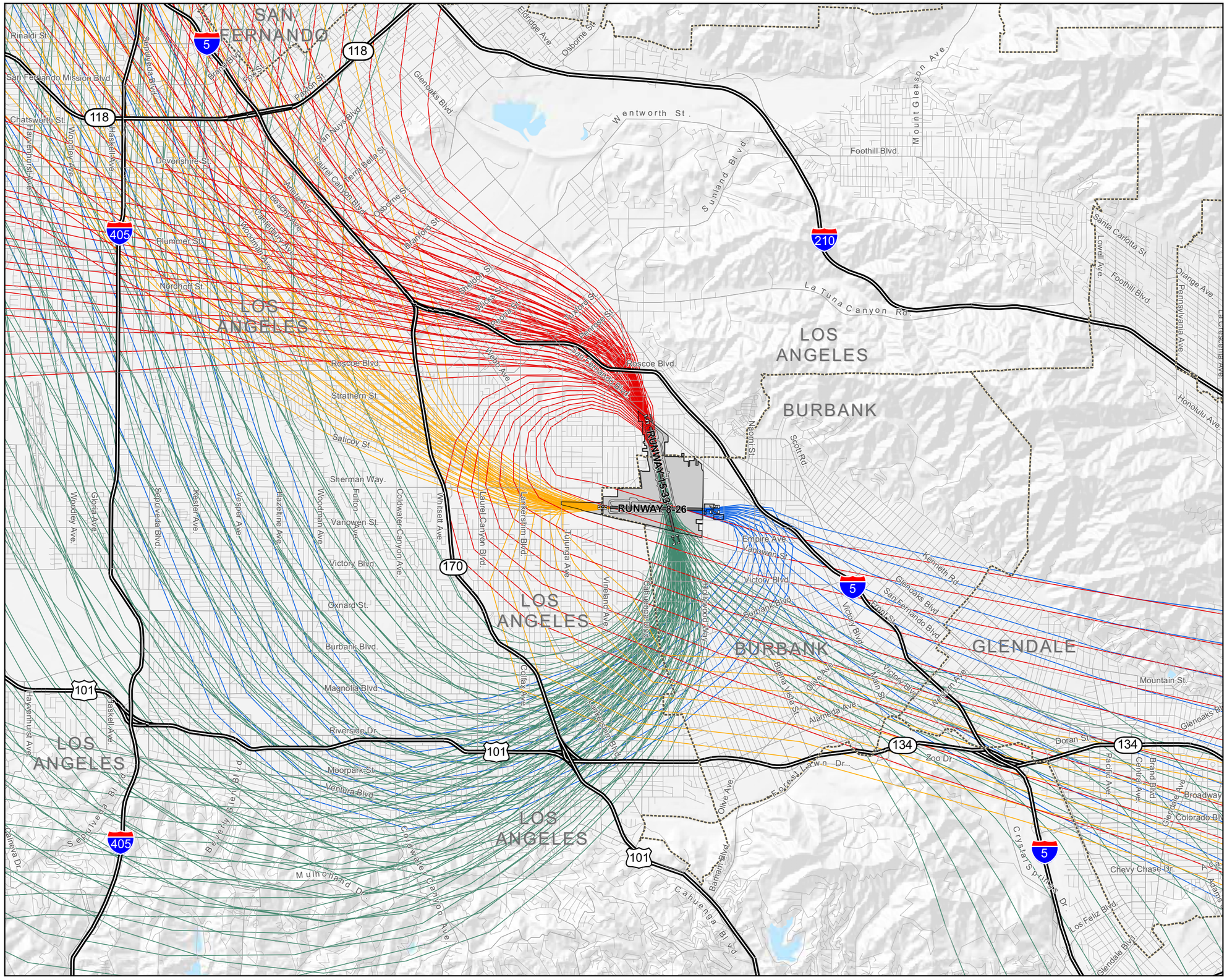
Source: Jacobs Consultancy analysis, 2006-2007

NORTH

0 1,550 3,100 6,200 Feet

Figure B-9
GENERALIZED DEPARTURE FLIGHT TRACKS FOR NOISE MODELING AIR CARRIER
FAR Part 161 Study for Bob Hope Airport
January 2009

JACOBS CONSULTANCY
Airport Management Consulting



LEGEND

- Generalized Departure Flight Tracks - Runway 08
- Generalized Departure Flight Tracks - Runway 15
- Generalized Departure Flight Tracks - Runway 26
- Generalized Departure Flight Tracks - Runway 33
- Municipal Boundary
- Airport Boundary
- Freeways
- Roads

Source: Jacobs Consultancy analysis, 2006-2007

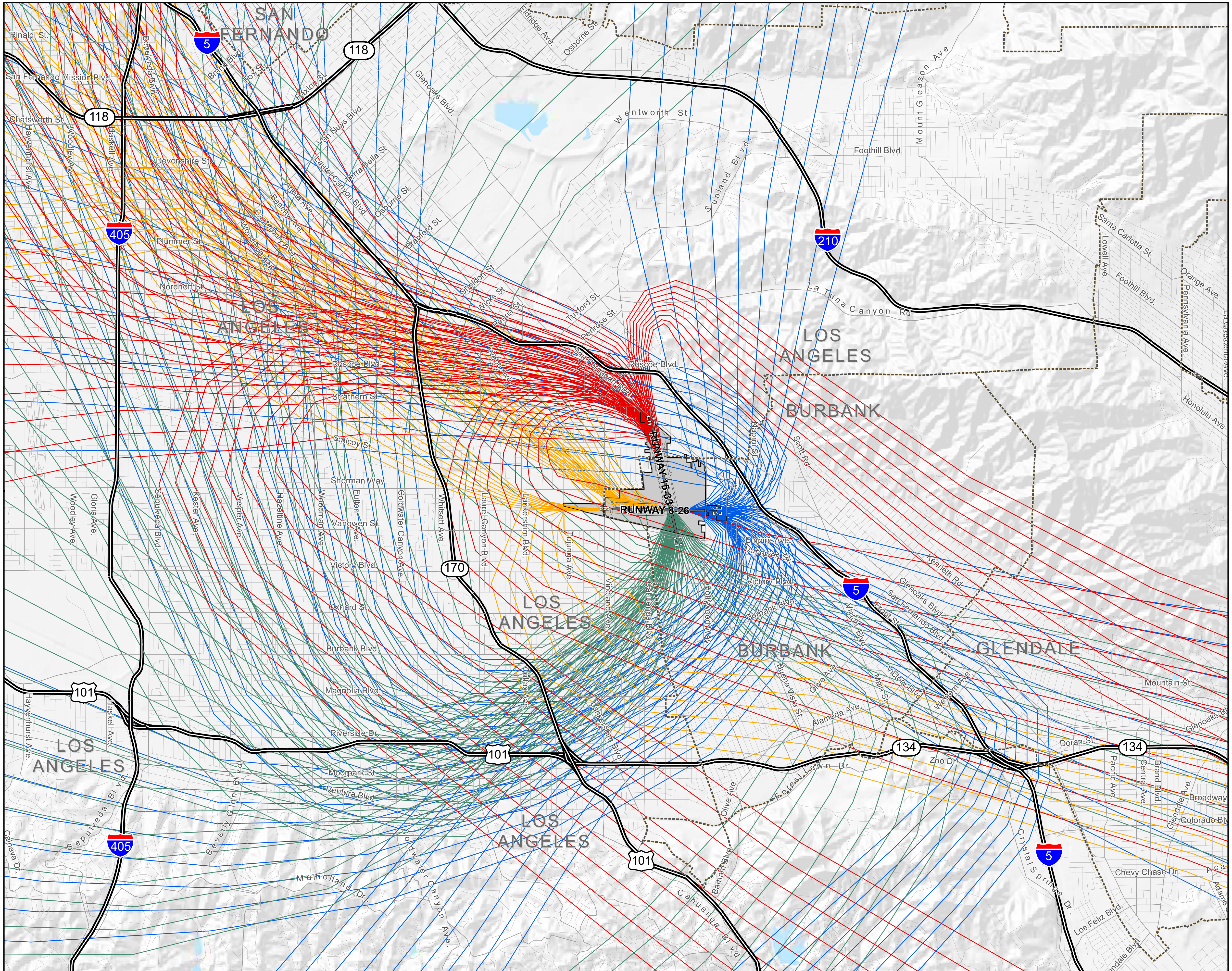
NORTH

0 1,500 3,000 6,000 Feet

Figure B-10
GENERALIZED DEPARTURE FLIGHT TRACKS FOR NOISE MODELING BUSINESS JETS
FAR Part 161 Study for Bob Hope Airport
January 2009

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

JACOBS CONSULTANCY
Airport Management Consulting



LEGEND

- Generalized Departure Flight Tracks - Runway 08
- Generalized Departure Flight Tracks - Runway 15
- Generalized Departure Flight Tracks - Runway 26
- Generalized Departure Flight Tracks - Runway 33
- Municipal Boundary
- Airport Boundary
- Freeways
- Roads

Source: Jacobs Consultancy analysis, 2006-2007

NORTH

0 1,500 3,000 6,000 Feet

Figure B-11

GENERALIZED DEPARTURE FLIGHT TRACKS FOR NOISE MODELING PISTON, TURBOPROP

FAR Part 161 Study for Bob Hope Airport

January 2009

JACOBS CONSULTANCY

Airport Management Consulting

Table B-20

ARRIVAL FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY – 2005, 2008, AND 2015 BASELINE
Bob Hope Airport FAR Part 161 Study

Track	Commercial Jet	Regional Commuter	Corporate Jet - Heavy	Corporate Jet- Light Plus	Corporate Jet - Light	GA / AT - Piston	GA / AT - Turboprop	Grand Total
Runway 08								
Jet-W	42.5%	20.4%	17.0%	21.8%	30.0%	-	0.2%	27.1%
Jet-N	29.3%	35.7%	36.9%	33.9%	25.1%	-	0.0%	25.5%
Jet-W2	13.2%	12.5%	12.9%	11.5%	16.7%	-	0.2%	10.5%
Jet-NW	9.7%	7.7%	5.1%	5.6%	4.2%	-	-	6.7%
J/P/T-NW	-	0.5%	-	-	-	10.6%	37.0%	4.7%
Jet-S	0.1%	12.6%	15.8%	14.1%	11.5%	-	0.2%	4.7%
J/P/T-W	-	0.4%	-	-	-	24.0%	14.7%	3.7%
Jet-N2	3.9%	5.4%	6.4%	5.3%	3.6%	-	-	3.7%
Jet-SE	1.4%	4.6%	5.6%	7.5%	8.8%	-	0.2%	2.7%
J/P/T-W2	-	0.0%	-	-	-	13.0%	13.8%	2.6%
J/P/T-S	-	0.0%	-	-	-	16.0%	9.7%	2.4%
J/P/T-SE	-	0.0%	-	-	-	11.9%	8.7%	2.0%
J/P/T-SW	-	-	-	-	-	13.7%	0.4%	1.3%
P/T-NW	-	0.0%	-	-	-	3.0%	4.8%	0.7%
J/P/T-SE2	-	0.0%	-	-	-	1.5%	5.0%	0.6%
J/P/T-N	-	0.0%	-	-	-	2.8%	3.0%	0.6%
J/P/T-SE3	-	0.0%	-	-	-	3.6%	1.1%	0.4%
P/T-W	-	0.0%	-	-	-	-	1.0%	0.1%
Jet-NE	0.0%	-	0.1%	0.4%	0.1%	-	-	0.1%
J/P/T-E	0.0%	0.1%	0.2%	0.2%	-	0.0%	-	0.1%

Table B-20 (continued)
ARRIVAL FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY – 2005, 2008, AND 2015 BASELINE
Bob Hope Airport FAR Part 161Study

Track	Commercial Jet	Regional Commuter	Corporate Jet - Heavy	Corporate Jet - Light Plus	Corporate Jet - Light	GA / AT - Piston	GA / AT - Turboprop	Grand Total
Runway 26								
P/T-SE	-	25.4%	-	-	-	53.4%	59.7%	44.0%
P/T-E	-	-	-	-	-	33.7%	20.0%	23.0%
Jet-SE	100.0%	73.2%	100.0%	100.0%	100.0%	-	0.5%	21.0%
P/T-SE2	-	1.5%	-	-	-	12.9%	19.8%	12.0%
Runway 15								
Jet-N	54.7%	70.4%	55.7%	38.8%	43.9%	-	0.0%	27.4%
P/T-N	-	0.4%	-	-	-	12.7%	33.1%	11.3%
Jet-NW	23.2%	13.8%	17.2%	22.6%	15.9%	-	1.9%	11.2%
P/T-N2	-	0.5%	-	-	-	35.4%	11.7%	11.1%
Jet-N2	20.3%	0.3%	22.7%	28.2%	27.3%	-	0.5%	10.5%
P/T-N3	-	0.1%	-	-	-	10.7%	31.6%	10.5%
P/T-N4	-	0.3%	-	-	-	7.8%	10.7%	4.5%
P/T-N5	-	0.1%	-	-	-	10.1%	2.4%	2.9%
P/T-E	-	-	-	-	-	11.3%	0.6%	2.7%
Jet-E	0.6%	13.8%	4.4%	9.1%	12.8%	-	-	2.6%
P/T-W	-	0.1%	-	-	-	6.2%	3.5%	2.3%
P/T-NE	-	0.1%	-	-	-	3.4%	3.4%	1.6%
P/T-SW	-	-	-	-	-	2.5%	0.6%	0.7%
Jet-W	1.3%	-	-	1.2%	-	-	-	0.5%

Table B-20 (concluded)
ARRIVAL FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY – 2005, 2008, AND 2015 BASELINE
Bob Hope Airport FAR Part 161 Study

Track	Commercial Jet	Regional Commuter	Corporate Jet - Heavy	Corporate Jet - Light Plus	Corporate Jet - Light	GA / AT - Piston	GA / AT - Turboprop	Grand Total
Runway 33								
J/P/T-W	97.9%	82.4%	63.4%	67.4%	90.3%	-	9.1%	66.8%
J/P/T-SE	2.1%	17.0%	36.6%	32.6%	9.7%	-	25.0%	12.0%
P/T-SE	-	0.2%	-	-	-	32.8%	31.6%	8.0%
P/T-SW	-	0.1%	-	-	-	25.8%	12.9%	5.0%
P/T-W	-	0.2%	-	-	-	19.3%	16.4%	4.5%
P/T-SE2	-	-	-	-	-	19.7%	-	2.8%
P/T-NW	-	0.1%	-	-	-	2.4%	4.9%	0.9%

	Helicopter
Helipad	
Helipad-E	33.3%
Helipad-S	33.3%
Helipad-W	33.3%

Note: The flight track code indicates the type of aircraft assigned to it and the direction from which it approaches the runway end. J = jet; P = piston; T = turboprop.

Source: Jacobs Consultancy, 2007.

Table B-21

DEPARTURE FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY – 2005, 2008, AND 2015 BASELINE
FAR Part 161 Study
Bob Hope Airport

Track	Commercial Jet	Regional Commuter	Corporate Jet - Heavy	Corporate Jet- Light Plus	Corporate Jet - Light	GA / AT - Piston	GA / AT - Turboprop	Grand Total
Runway 08								
J/P/T-N	0.00%	12.59%	8.91%	4.78%	3.39%	47.72%	46.20%	46.65%
J/P/T-NW	100.00%	20.24%	91.09%	95.22%	96.61%	5.17%	20.67%	11.64%
P/T-N	0.00%	17.88%	0.00%	0.00%	0.00%	14.46%	4.76%	10.92%
P/T-S	0.00%	25.76%	0.00%	0.00%	0.00%	7.94%	14.51%	10.16%
P/T-N2	0.00%	18.12%	0.00%	0.00%	0.00%	7.95%	10.38%	8.72%
P/T-S2	0.00%	1.76%	0.00%	0.00%	0.00%	9.63%	1.88%	6.81%
P/T-S3	0.00%	0.00%	0.00%	0.00%	0.00%	3.82%	0.23%	2.52%
P/T-S4	0.00%	1.41%	0.00%	0.00%	0.00%	2.71%	0.45%	1.89%
P/T-N3	0.00%	2.24%	0.00%	0.00%	0.00%	0.60%	0.91%	0.70%
Runway 26								
J/P/T-SE	1.22%	0.00%	0.00%	1.16%	0.00%	25.88%	33.03%	23.10%
J/P/T-NW2	0.00%	0.00%	0.00%	0.00%	0.00%	15.37%	28.85%	19.26%
J/P/T-NW	0.00%	0.00%	0.00%	0.00%	0.00%	35.09%	24.95%	18.58%
J/P/T-N	24.63%	54.98%	67.42%	21.76%	71.58%	13.69%	12.26%	16.65%
Jet-NW	39.94%	0.00%	0.00%	40.73%	0.00%	0.00%	0.00%	10.70%
Jet-N	13.57%	45.02%	22.15%	21.03%	28.42%	0.00%	0.00%	5.31%
Jet-NW2	20.64%	0.00%	10.43%	15.33%	0.00%	0.00%	0.00%	4.96%
J/P/T-W	0.00%	0.00%	0.00%	0.00%	0.00%	9.97%	0.92%	1.44%

Table B-21 (continued)
DEPARTURE FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY – 2005, 2008, AND 2015 BASELINE
Bob Hope Airport FAR Part 161 Study

Track	Commercial Jet	Regional Commuter	Corporate Jet - Heavy	Corporate Jet - Light Plus	Corporate Jet - Light	GA / AT - Piston	GA / AT - Turboprop	Grand Total
Runway 15								
Jet-N	23.09%	31.77%	32.55%	20.57%	14.54%	0.00%	3.84%	22.53%
Jet-N2	10.09%	22.05%	17.89%	17.71%	17.17%	0.00%	0.18%	12.65%
Jet-NW	15.56%	6.36%	5.51%	7.06%	7.38%	0.00%	0.09%	10.56%
Jet-NW2	13.29%	3.99%	3.98%	7.02%	8.94%	0.00%	0.00%	8.94%
Jet-NW3	12.15%	3.51%	3.85%	7.50%	8.98%	0.00%	0.00%	8.33%
Jet-N3	7.37%	12.27%	12.45%	10.74%	7.97%	0.00%	0.00%	8.24%
Jet-NW4	10.39%	4.93%	5.66%	6.19%	14.79%	0.00%	0.00%	7.75%
Jet-NE	6.73%	6.73%	7.98%	12.43%	7.81%	0.00%	0.00%	6.95%
J/P/T-SE	0.00%	0.09%	0.00%	0.00%	0.00%	56.40%	33.24%	4.41%
Jet-W	1.15%	3.34%	3.82%	2.44%	6.92%	0.00%	0.00%	1.89%
Jet-SE	0.15%	2.52%	3.11%	6.68%	5.50%	0.00%	0.00%	1.71%
J/P/T-NW	0.00%	0.31%	0.00%	0.00%	0.00%	6.13%	18.58%	1.24%
J/P/T-N	0.00%	0.03%	0.00%	0.00%	0.00%	8.22%	16.91%	1.23%
Jet-S	0.04%	1.64%	3.19%	1.65%	0.00%	0.00%	0.00%	0.75%
J/P/T-NW2	0.00%	0.45%	0.00%	0.00%	0.00%	5.13%	6.95%	0.65%
J/P/T-SW	0.00%	0.00%	0.00%	0.00%	0.00%	3.17%	10.05%	0.64%
J/P/T-NW3	0.00%	0.00%	0.00%	0.00%	0.00%	5.61%	4.90%	0.51%
J/P/T-NE	0.00%	0.01%	0.00%	0.00%	0.00%	4.52%	4.92%	0.46%
J/P/T-SW2	0.00%	0.00%	0.00%	0.00%	0.00%	7.55%	0.34%	0.39%
J/P/T-NW4	0.00%	0.00%	0.00%	0.00%	0.00%	3.29%	0.01%	0.16%

Table B-21 (concluded)
DEPARTURE FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY – 2005, 2008, AND 2015 BASELINE
Bob Hope Airport FAR Part 161 Study

Track	Commercial Jet	Regional Commuter	Corporate Jet - Heavy	Corporate Jet - Light Plus	Corporate Jet - Light	GA / AT - Piston	GA / AT - Turboprop	Grand Total
Runway 33								
J/P/T-SE	0.19%	0.31%	0.00%	4.01%	58.14%	21.06%	31.35%	17.76%
Jet-N	20.95%	41.92%	49.78%	42.65%	34.85%	0.00%	0.00%	14.93%
P/T-NW	0.00%	0.24%	0.00%	0.00%	0.00%	11.63%	27.12%	13.29%
Jet-NW	46.54%	0.00%	16.81%	14.69%	0.00%	0.00%	0.00%	11.83%
P/T-N	0.00%	0.24%	0.00%	0.00%	0.00%	48.65%	13.92%	11.60%
P/T-NW2	0.00%	0.00%	0.00%	0.00%	0.00%	6.44%	20.32%	9.69%
Jet-NW2	21.74%	28.96%	15.01%	5.29%	7.01%	0.00%	0.00%	7.40%
Jet-N2	6.54%	0.00%	14.57%	32.21%	0.00%	0.00%	0.00%	6.20%
Jet-NW3	4.04%	14.16%	1.56%	0.27%	0.00%	0.00%	0.00%	1.70%
P/T-NW3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.52%	1.56%
Jet-W	0.00%	14.16%	2.27%	0.87%	0.00%	0.00%	0.99%	1.46%
P/T-S	0.00%	0.00%	0.00%	0.00%	0.00%	4.25%	1.83%	1.28%
P/T-SE2	0.00%	0.00%	0.00%	0.00%	0.00%	7.97%	0.00%	0.89%
P/T-NW4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.94%	0.42%

	Helicopter
Helipad	
E	33.3%
S	33.3%
W	33.3%

Source: Jacobs Consultancy, 2007.

Table B-22

DEPARTURE FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY – 2008 AND 2015 FULL CURFEW
Bob Hope Airport FAR Part 161 Study

Track	Commercial Jet	Regional Commuter	Corporate Jet - Heavy	Corporate Jet- Light Plus	Corporate Jet - Light	GA / AT - Piston	GA / AT - Turboprop	Grand Total
Runway 08								
J/P/T-N	0.00%	12.52%	8.91%	4.51%	3.64%	47.45%	46.67%	46.35%
J/P/T-NW	100.00%	20.63%	91.09%	95.49%	96.36%	6.09%	19.81%	14.28%
P/T-S	0.00%	25.60%	0.00%	0.00%	0.00%	7.09%	14.37%	10.62%
P/T-N	0.00%	17.86%	0.00%	0.00%	0.00%	13.98%	4.76%	9.21%
P/T-N2	0.00%	18.05%	0.00%	0.00%	0.00%	7.65%	10.62%	9.02%
P/T-S2	0.00%	1.66%	0.00%	0.00%	0.00%	11.34%	2.05%	6.55%
P/T-S3	0.00%	0.00%	0.00%	0.00%	0.00%	3.48%	0.24%	1.81%
P/T-S4	0.00%	1.29%	0.00%	0.00%	0.00%	2.60%	0.50%	1.52%
P/T-N3	0.00%	2.39%	0.00%	0.00%	0.00%	0.32%	0.99%	0.65%
Runway 26								
J/P/T-N	25.16%	59.52%	66.41%	52.18%	74.18%	6.66%	8.66%	26.72%
Jet-NW	38.55%	0.00%	0.00%	13.18%	0.00%	0.00%	0.00%	24.67%
Jet-N	14.01%	40.48%	25.14%	29.72%	25.82%	0.00%	0.00%	13.79%
Jet-NW2	21.21%	0.00%	8.45%	0.22%	0.00%	0.00%	0.00%	13.25%
J/P/T-NW	0.00%	0.00%	0.00%	0.00%	0.00%	50.10%	8.35%	8.16%
J/P/T-SE	1.07%	0.00%	0.00%	4.70%	0.00%	15.85%	47.72%	6.78%
J/P/T-NW2	0.00%	0.00%	0.00%	0.00%	0.00%	12.26%	20.91%	3.33%
J/P/T-W	0.00%	0.00%	0.00%	0.00%	0.00%	15.13%	14.37%	3.30%

Table B-22 (continued)
DEPARTURE FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY – 2008 AND 2015 FULL CURFEW
Bob Hope Airport FAR Part 161 Study

Track	Commercial Jet	Regional Commuter	Corporate Jet - Heavy	Corporate Jet - Light Plus	Corporate Jet - Light	GA / AT - Piston	GA / AT - Turboprop	Grand Total
Runway 15								
Jet-N	22.82%	32.54%	33.35%	20.81%	14.71%	0.00%	5.35%	23.62%
Jet-N2	9.99%	22.45%	18.22%	16.64%	17.04%	0.00%	0.25%	13.00%
Jet-NW	15.32%	6.13%	5.50%	7.50%	7.62%	0.00%	0.12%	10.94%
Jet-NW2	13.63%	3.53%	3.45%	6.97%	8.89%	0.00%	0.00%	9.37%
Jet-NW3	12.36%	3.45%	3.75%	7.98%	9.84%	0.00%	0.00%	8.81%
Jet-N3	7.22%	12.07%	12.53%	11.26%	7.83%	0.00%	0.00%	8.46%
Jet-NW4	10.11%	5.15%	5.88%	6.64%	14.19%	0.00%	0.00%	7.97%
Jet-NE	7.07%	6.08%	7.34%	10.65%	7.83%	0.00%	0.00%	6.88%
J/P/T-SE	0.00%	0.07%	0.00%	0.00%	0.00%	54.04%	28.39%	2.51%
Jet-W	1.31%	3.49%	3.84%	2.64%	6.76%	0.00%	0.00%	2.06%
Jet-SE	0.16%	2.63%	2.96%	7.29%	5.29%	0.00%	0.00%	1.71%
J/P/T-N	0.00%	0.03%	0.00%	0.00%	0.00%	6.78%	19.47%	0.96%
J/P/T-NW	0.00%	0.27%	0.00%	0.00%	0.00%	5.70%	18.50%	0.94%
Jet-S	0.03%	1.72%	3.19%	1.63%	0.00%	0.00%	0.00%	0.74%
J/P/T-SW	0.00%	0.00%	0.00%	0.00%	0.00%	3.30%	12.13%	0.57%
J/P/T-NW2	0.00%	0.39%	0.00%	0.00%	0.00%	7.39%	5.33%	0.47%
J/P/T-NW3	0.00%	0.00%	0.00%	0.00%	0.00%	8.90%	5.10%	0.43%
J/P/T-NE	0.00%	0.01%	0.00%	0.00%	0.00%	3.65%	4.90%	0.29%
J/P/T-SW2	0.00%	0.00%	0.00%	0.00%	0.00%	6.98%	0.45%	0.19%
J/P/T-NW4	0.00%	0.00%	0.00%	0.00%	0.00%	3.27%	0.01%	0.08%

Table B-22 (concluded)
DEPARTURE FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY – 2008 AND 2015 FULL CURFEW
Bob Hope Airport FAR Part 161 Study

Track	Commercial Jet	Regional Commuter	Corporate Jet - Heavy	Corporate Jet - Light Plus	Corporate Jet - Light	GA / AT - Piston	GA / AT - Turboprop	Grand Total
Runway 33								
Jet-N	21.33%	41.09%	53.52%	37.16%	40.42%	0.00%	0.00%	23.18%
Jet-NW	42.59%	0.00%	14.14%	22.96%	0.00%	0.00%	0.00%	21.27%
Jet-NW2	22.57%	29.41%	13.83%	9.13%	0.00%	0.00%	0.00%	15.31%
J/P/T-SE	0.04%	0.26%	0.00%	6.07%	59.58%	30.18%	52.57%	13.47%
Jet-N2	8.03%	0.00%	14.12%	23.47%	0.00%	0.00%	0.00%	6.97%
P/T-N	0.00%	0.20%	0.00%	0.00%	0.00%	19.35%	18.67%	4.61%
Jet-NW3	5.44%	14.42%	2.20%	0.00%	0.00%	0.00%	0.00%	4.36%
P/T-NW	0.00%	0.20%	0.00%	0.00%	0.00%	20.29%	12.73%	3.67%
Jet-W	0.00%	14.42%	2.20%	1.21%	0.00%	0.00%	5.87%	3.25%
P/T-S	0.00%	0.00%	0.00%	0.00%	0.00%	7.74%	9.49%	2.18%
P/T-NW2	0.00%	0.00%	0.00%	0.00%	0.00%	11.27%	0.65%	0.92%
P/T-SE2	0.00%	0.00%	0.00%	0.00%	0.00%	11.17%	0.00%	0.80%
P/T-NW3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.00%

	Helicopter
Helipad	
E	33.3%
S	33.3%
W	33.3%

Note: The flight track code indicates the type of aircraft assigned to it and the direction to which it departs from the runway end. J = jet; P = piston; T = turboprop.

Source: Jacobs Consultancy, 2007.

Table B-23

DEPARTURE FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY – 2008 AND 2015 DEPARTURE CURFEW

Bob Hope Airport FAR Part 161 Study

Track	Commercial Jet	Regional Commuter	Corporate Jet - Heavy	Corporate Jet- Light Plus	Corporate Jet - Light	GA / AT - Piston	GA / AT - Turboprop	Grand Total
Runway 08								
J/P/T-N	0.00%	13.02%	9.01%	5.51%	3.66%	46.31%	43.59%	44.28%
J/P/T-NW	100.00%	21.28%	90.99%	94.49%	96.34%	6.09%	18.46%	13.67%
P/T-S	0.00%	26.65%	0.00%	0.00%	0.00%	7.08%	16.83%	11.94%
P/T-N2	0.00%	18.39%	0.00%	0.00%	0.00%	7.85%	12.43%	10.07%
P/T-N	0.00%	14.88%	0.00%	0.00%	0.00%	14.28%	4.40%	9.08%
P/T-S2	0.00%	1.86%	0.00%	0.00%	0.00%	11.96%	2.18%	6.82%
P/T-S3	0.00%	0.00%	0.00%	0.00%	0.00%	3.55%	0.20%	1.79%
P/T-S4	0.00%	1.24%	0.00%	0.00%	0.00%	2.53%	0.63%	1.53%
P/T-N3	0.00%	2.69%	0.00%	0.00%	0.00%	0.35%	1.27%	0.81%
Runway 26								
J/P/T-N	25.62%	57.63%	66.53%	48.77%	76.93%	6.74%	10.65%	27.00%
Jet-NW	38.13%	0.00%	0.00%	13.18%	0.00%	0.00%	0.00%	23.78%
Jet-N	14.04%	42.37%	25.11%	32.94%	23.07%	0.00%	0.00%	14.14%
Jet-NW2	21.20%	0.00%	8.37%	0.00%	0.00%	0.00%	0.00%	12.82%
J/P/T-NW	0.00%	0.00%	0.00%	0.00%	0.00%	48.86%	7.14%	8.27%
J/P/T-SE	1.02%	0.00%	0.00%	5.12%	0.00%	16.04%	48.17%	7.04%
J/P/T-W	0.00%	0.00%	0.00%	0.00%	0.00%	16.73%	16.22%	3.82%
J/P/T-NW2	0.00%	0.00%	0.00%	0.00%	0.00%	11.63%	17.83%	3.13%

Table B-23 (continued)
DEPARTURE FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY – 2008 AND 2015 DEPARTURE CURFEW
Bob Hope Airport FAR Part 161 Study

Track	Commercial Jet	Regional Commuter	Corporate Jet - Heavy	Corporate Jet - Light Plus	Corporate Jet - Light	GA / AT - Piston	GA / AT - Turboprop	Grand Total
Runway 15								
Jet-N	23.46%	32.64%	33.32%	20.71%	14.74%	0.00%	4.87%	23.82%
Jet-N2	9.90%	22.50%	18.21%	16.92%	17.30%	0.00%	0.28%	12.98%
Jet-NW	15.06%	6.12%	5.48%	7.30%	7.38%	0.00%	0.14%	10.69%
Jet-NW2	13.53%	3.49%	3.46%	6.97%	8.99%	0.00%	0.00%	9.26%
Jet-NW3	12.20%	3.45%	3.76%	8.06%	9.41%	0.00%	0.00%	8.70%
Jet-N3	7.50%	12.07%	12.51%	11.41%	8.04%	0.00%	0.00%	8.62%
Jet-NW4	9.93%	5.17%	5.88%	6.38%	14.72%	0.00%	0.00%	7.83%
Jet-NE	6.93%	6.04%	7.34%	10.80%	7.56%	0.00%	0.00%	6.83%
J/P/T-SE	0.00%	0.05%	0.00%	0.00%	0.00%	53.47%	28.01%	2.56%
Jet-W	1.29%	3.49%	3.86%	2.64%	6.60%	0.00%	0.00%	2.06%
Jet-SE	0.16%	2.63%	2.99%	7.21%	5.25%	0.00%	0.00%	1.75%
J/P/T-N	0.00%	0.02%	0.00%	0.00%	0.00%	6.91%	20.85%	1.07%
J/P/T-NW	0.00%	0.24%	0.00%	0.00%	0.00%	5.70%	18.11%	0.96%
Jet-S	0.03%	1.72%	3.20%	1.60%	0.00%	0.00%	0.00%	0.75%
J/P/T-SW	0.00%	0.00%	0.00%	0.00%	0.00%	3.25%	11.09%	0.56%
J/P/T-NW2	0.00%	0.36%	0.00%	0.00%	0.00%	7.13%	6.33%	0.51%
J/P/T-NW3	0.00%	0.00%	0.00%	0.00%	0.00%	8.71%	4.71%	0.42%
J/P/T-NE	0.00%	0.01%	0.00%	0.00%	0.00%	3.83%	5.03%	0.31%
J/P/T-SW2	0.00%	0.00%	0.00%	0.00%	0.00%	7.76%	0.57%	0.22%
J/P/T-NW4	0.00%	0.00%	0.00%	0.00%	0.00%	3.25%	0.01%	0.08%

Table B-23 (concluded)
DEPARTURE FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY – 2008 AND 2015 DEPARTURE CURFEW
Bob Hope Airport FAR Part 161 Study

Track	Commercial Jet	Regional Commuter	Corporate Jet - Heavy	Corporate Jet - Light Plus	Corporate Jet - Light	GA / AT - Piston	GA / AT - Turboprop	Grand Total
Runway 33								
Jet-N	20.84%	41.44%	53.91%	37.13%	38.41%	0.00%	0.00%	22.91%
Jet-NW	42.25%	0.00%	14.14%	22.43%	0.00%	0.00%	0.00%	20.44%
Jet-NW2	23.22%	29.25%	13.50%	8.32%	0.00%	0.00%	0.00%	14.99%
J/P/T-SE	0.05%	0.23%	0.00%	5.42%	61.59%	29.07%	52.41%	14.03%
Jet-N2	8.17%	0.00%	14.14%	25.57%	0.00%	0.00%	0.00%	7.35%
P/T-N	0.00%	0.17%	0.00%	0.00%	0.00%	19.33%	19.26%	4.91%
P/T-NW	0.00%	0.17%	0.00%	0.00%	0.00%	21.91%	14.63%	4.27%
Jet-NW3	5.47%	14.37%	2.15%	0.00%	0.00%	0.00%	0.00%	4.22%
Jet-W	0.00%	14.37%	2.15%	1.13%	0.00%	0.00%	5.22%	3.13%
P/T-S	0.00%	0.00%	0.00%	0.00%	0.00%	7.85%	8.01%	2.02%
P/T-NW2	0.00%	0.00%	0.00%	0.00%	0.00%	10.59%	0.48%	0.87%
P/T-SE2	0.00%	0.00%	0.00%	0.00%	0.00%	11.25%	0.00%	0.84%

	Helicopter
Helipad	
E	33.3%
S	33.3%
W	33.3%

Note: The flight track code indicates the type of aircraft assigned to it and the direction to which it departs from the runway end. J = jet; P = piston; T = turboprop.

Source: Jacobs Consultancy, 2007.

Table B-24

DEPARTURE FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY – 2008 AND 2015 NOISE-BASED CURFEW
Bob Hope Airport FAR Part 161 Study

Track	Commercial Jet	Regional Commuter	Corporate Jet - Heavy	Corporate Jet- Light Plus	Corporate Jet - Light	GA / AT - Piston	GA / AT - Turboprop	Grand Total
Runway 08								
J/P/T-N	0.00%	12.66%	8.84%	4.57%	3.44%	53.69%	46.46%	49.39%
J/P/T-NW	100.00%	19.32%	91.16%	95.43%	96.56%	5.42%	20.36%	13.99%
P/T-S	0.00%	25.97%	0.00%	0.00%	0.00%	6.38%	14.58%	10.25%
P/T-N2	0.00%	18.18%	0.00%	0.00%	0.00%	6.84%	10.43%	8.48%
P/T-N	0.00%	18.34%	0.00%	0.00%	0.00%	11.91%	4.64%	8.25%
P/T-S2	0.00%	1.79%	0.00%	0.00%	0.00%	9.80%	1.92%	5.85%
P/T-S3	0.00%	0.00%	0.00%	0.00%	0.00%	3.09%	0.23%	1.66%
P/T-S4	0.00%	1.46%	0.00%	0.00%	0.00%	2.18%	0.46%	1.32%
P/T-N3	0.00%	2.27%	0.00%	0.00%	0.00%	0.71%	0.92%	0.80%
Runway 26								
J/P/T-SE	1.07%	0.00%	0.00%	5.72%	0.00%	17.31%	33.03%	25.27%
J/P/T-NW2	0.00%	0.00%	0.00%	0.00%	0.00%	16.69%	28.84%	21.86%
J/P/T-NW	0.00%	0.00%	0.00%	0.00%	0.00%	43.05%	24.94%	20.31%
J/P/T-N	25.16%	59.52%	65.93%	47.54%	78.44%	8.25%	12.26%	16.71%
Jet-NW	38.55%	0.00%	0.00%	12.37%	0.00%	0.00%	0.00%	6.74%
Jet-N	14.01%	40.48%	25.40%	25.94%	21.56%	0.00%	0.00%	3.89%
Jet-NW2	21.21%	0.00%	8.67%	8.44%	0.00%	0.00%	0.00%	3.82%
J/P/T-W	0.00%	0.00%	0.00%	0.00%	0.00%	14.70%	0.93%	1.40%

Table B-24 (continued)
DEPARTURE FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY – 2008 AND 2015 NOISE-BASED CURFEW
Bob Hope Airport FAR Part 161 Study

Track	Commercial Jet	Regional Commuter	Corporate Jet - Heavy	Corporate Jet - Light Plus	Corporate Jet - Light	GA / AT - Piston	GA / AT - Turboprop	Grand Total
Runway 15								
Jet-N	22.82%	32.50%	33.21%	20.48%	14.66%	0.00%	3.93%	23.00%
Jet-N2	9.99%	22.43%	18.19%	16.38%	17.79%	0.00%	0.18%	12.87%
Jet-NW	15.32%	6.13%	5.47%	7.58%	6.85%	0.00%	0.09%	10.59%
Jet-NW2	13.63%	3.52%	3.48%	7.24%	9.20%	0.00%	0.00%	9.16%
Jet-NW3	12.36%	3.45%	3.76%	7.98%	8.11%	0.00%	0.00%	8.55%
Jet-N3	7.22%	12.06%	12.48%	11.16%	8.44%	0.00%	0.00%	8.34%
Jet-NW4	10.11%	5.15%	5.90%	6.70%	15.97%	0.00%	0.00%	7.94%
Jet-NE	7.07%	6.07%	7.39%	10.92%	7.15%	0.00%	0.00%	6.82%
J/P/T-SE	0.00%	0.09%	0.00%	0.00%	0.00%	58.05%	33.27%	3.44%
Jet-W	1.31%	3.48%	3.87%	2.64%	6.49%	0.00%	0.00%	2.09%
Jet-SE	0.16%	2.62%	3.02%	7.28%	5.35%	0.00%	0.00%	1.80%
J/P/T-NW	0.00%	0.31%	0.00%	0.00%	0.00%	6.23%	18.43%	1.20%
J/P/T-N	0.00%	0.03%	0.00%	0.00%	0.00%	6.73%	16.93%	1.09%
Jet-S	0.03%	1.72%	3.23%	1.63%	0.00%	0.00%	0.00%	0.75%
J/P/T-NW2	0.00%	0.44%	0.00%	0.00%	0.00%	6.22%	6.95%	0.62%
J/P/T-SW	0.00%	0.00%	0.00%	0.00%	0.00%	2.71%	10.07%	0.61%
J/P/T-NW3	0.00%	0.00%	0.00%	0.00%	0.00%	7.35%	4.86%	0.47%
J/P/T-NE	0.00%	0.01%	0.00%	0.00%	0.00%	3.79%	4.92%	0.37%
J/P/T-SW2	0.00%	0.00%	0.00%	0.00%	0.00%	6.03%	0.34%	0.19%
J/P/T-NW4	0.00%	0.00%	0.00%	0.00%	0.00%	2.88%	0.01%	0.08%

Table B-24 (concluded)
DEPARTURE FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY – 2008 AND 2015 NOISE-BASED CURFEW
Bob Hope Airport FAR Part 161 Study

Track	Commercial Jet	Regional Commuter	Corporate Jet - Heavy	Corporate Jet - Light Plus	Corporate Jet - Light	GA / AT - Piston	GA / AT - Turboprop	Grand Total
Runway 33								
J/P/T-SE	0.04%	0.30%	0.00%	6.52%	62.97%	27.90%	31.63%	20.08%
P/T-NW	0.00%	0.23%	0.00%	0.00%	0.00%	18.79%	27.02%	15.10%
Jet-N	21.33%	41.04%	54.14%	36.40%	31.95%	0.00%	0.00%	13.04%
Jet-NW	42.58%	0.00%	14.28%	24.30%	0.00%	0.00%	0.00%	11.65%
P/T-NW2	0.00%	0.00%	0.00%	0.00%	0.00%	8.60%	20.18%	10.98%
P/T-N	0.00%	0.23%	0.00%	0.00%	0.00%	30.44%	13.91%	8.85%
Jet-NW2	22.57%	29.38%	13.18%	9.35%	5.08%	0.00%	0.00%	8.39%
Jet-N2	8.03%	0.00%	14.28%	22.22%	0.00%	0.00%	0.00%	3.85%
Jet-NW3	5.44%	14.41%	2.06%	0.00%	0.00%	0.00%	0.00%	2.32%
P/T-NW3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.50%	1.83%
Jet-W	0.00%	14.41%	2.06%	1.21%	0.00%	0.00%	1.03%	1.74%
P/T-S	0.00%	0.00%	0.00%	0.00%	0.00%	5.75%	1.80%	1.24%
P/T-NW4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.94%	0.49%
P/T-SE2	0.0%	0.0%	0.0%	0.0%	0.0%	8.5%	0	0.004384

	Helicopter
Helipad	
E	33.3%
S	33.3%
W	33.3%

Note: The flight track code indicates the type of aircraft assigned to it and the direction to which it departs from the runway end. J = jet; P = piston; T = turboprop.

Source: Jacobs Consultancy, 2007.

B.3 NOISE MODELING RESULTS

The INM input data were used to generate noise modeling results in the form of noise contours and grid analyses. The grid analyses were undertaken to develop estimates of the reduction in nighttime awakenings, using the SEL metric (further discussed in Appendix C) and the potential recovery in residential property values, using the CNEL metric (Appendix D). The noise contours were used to develop generalized noise impacts. The analysis of the impact on noise-sensitive land uses exposed to noise above 65 CNEL is discussed in this section.

B.3.1 Impact Assessment Methodology

The discussion of noise-sensitive land uses within the CNEL contours is guided by the classification of compatible and noncompatible land uses set forth in Federal Aviation Regulation Part 150. Table B-25 shows the Part 150 land use compatibility guidelines. Note that the explicit text of Part 150 states that the land use guidelines "do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities." The Airport Authority's most recent FAR Part 150 Noise Compatibility Study relied on the FAA's Part 150 noise compatibility guidelines and the State of California's land use compatibility standards as the basis for defining noncompatible land uses.* The City of Burbank's noise performance standards recognize the potential for noise disturbance down to the 60 CNEL level. They require that new noise-sensitive uses built within the 60 CNEL contour incorporate measures to reduce interior noise levels from exterior sources to no greater than 45 CNEL.**

Although the FAA land use compatibility guidelines are presented using the DNL metric, in the State of California, the FAA accepts CNEL as an appropriate metric for land use planning. Therefore, CNEL should be treated as an equivalent metric to DNL in the land use compatibility guidelines table.

Table B-25 describes residential land uses, schools, and outdoor music shells and amphitheaters as "noncompatible" with noise levels above 65 DNL. Sound insulation to achieve an outdoor-to-indoor noise level reduction of 25 to 30 decibels is advised when a local community determines that residential uses and schools must be allowed in areas exposed to noise above 65 DNL. Hospitals, nursing homes, churches, auditoriums, and concert halls are considered sensitive uses that require sound insulation if permitted within the 65 DNL contour. All of these uses are considered "noise-sensitive" for purposes of the impact assessment described in this appendix.

*Coffman Associates 1998. Burbank-Glendale-Pasadena Airport FAR Part 150 Noise Compatibility Study: Noise Exposure Maps, p. 4-4.

**City of Burbank, Ordinance 3662, effective March 15, 2005.

Table B-25

FAR PART 150 LAND USE COMPATIBILITY GUIDELINES

The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

	Yearly Day-Night Average Sound Level DNL					
Land Use	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N *(a)*	N *(a)*	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N *(a)*	N *(a)*	N *(a)*	N	N
Public use						
Schools	Y	N *(a)*	N *(a)*	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y *(b)*	Y *(c)*	Y *(d)*	Y *(d)*
Parking	Y	Y	Y *(b)*	Y *(c)*	Y *(d)*	N
Commercial use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail – building materials, hardware, and farm equipment	Y	Y	Y *(b)*	Y *(c)*	Y *(d)*	N
Retail trade – general	Y	Y	25	30	N	N
Utilities	Y	Y	Y *(b)*	Y *(c)*	Y *(d)*	N
Communication	Y	Y	25	30	N	N
Manufacturing and production						
Manufacturing, general	Y	Y	Y *(b)*	Y *(c)*	Y *(d)*	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y *(e)*	Y *(f)*	Y *(g)*	Y *(g)*	Y *(g)*
Livestock farming and breeding	Y	Y *(e)*	Y *(f)*	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y *(h)*	Y *(h)*	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

Table B-25 (concluded)
FAR PART 150 LAND USE COMPATIBILITY GUIDELINES

DNL = Day-night average sound level, in A-weighted decibels.
Y (Yes) = Land use and related structures compatible without restrictions.
N (No) = Land use and related structures are not compatible and should be prohibited.
25, 30, 35 = Land use and related structures generally compatible; measures to achieve a Noise Level Reduction (NLR) of 25, 30, or 35 dB must be incorporated into design and construction of structure.

(a) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor-to-indoor NLR of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB; thus, the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
(b) Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
(c) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
(d) Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
(e) Residential buildings require a NLR of 25 dB.
(f) Residential buildings require a NLR of 30 dB.
(g) Residential buildings not permitted.
(h) Land use compatible provided special sound reinforcement systems are installed.

Source: 14 Code of Federal Regulations Part 150, Airport Noise Compatibility Planning, Appendix A, Table 1.

According to Table B-25, many commercial, institutional, manufacturing, and recreational uses that are generally compatible with aircraft noise nevertheless have some degree of sensitivity at levels above 70 DNL. These include commercial offices, retail trade, communications, governmental services, photographic and optical manufacturing, and certain recreational uses. Sound insulation to achieve an outdoor-to-indoor noise level reduction of 25 to 35 decibels is advised where these uses are permitted in areas exposed to noise above 70 DNL.

B.3.2 Baseline Noise Contours

Figure B-12 presents the 2005, 2008, and 2015 baseline noise exposure contours. A summary of the noise impacts of each scenario is presented in Table B-26.

The 2005 baseline 65 CNEL contour extends from the Airport approximately to: Crocket Street to the north, North Ontario Street to the east, Edison Way to the south and Hinds Avenue to the west. The 65 CNEL contour covers an area of 1,080 acres, including 1,204 dwelling units and a population of 3,939. Four schools and preschools and one place of worship are also inside the 65 CNEL contour.

The 2008 baseline noise contours are slightly larger than the 2005 contours, because of the projected increase in operations. The 65 CNEL contour covers 1,145 acres, containing four schools and preschools, one place of worship, 1,444 dwelling units and a population of 4,775.

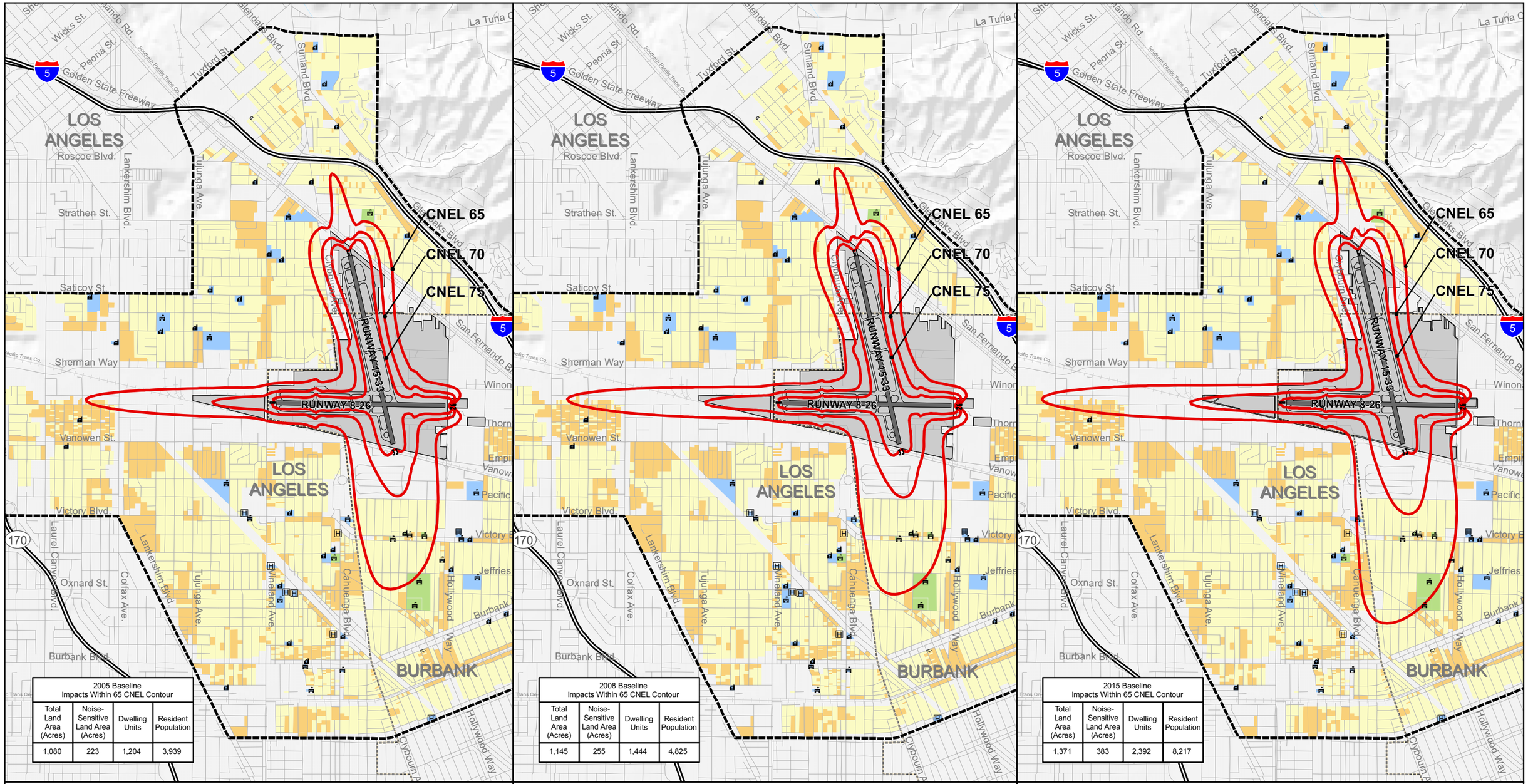
The 2015 baseline contours are larger than the 2008 contours because of the projected increase in operations, especially air carrier and business jet operations. The 65 CNEL contour extends to the Golden State Freeway (I-5) to the north, Hatteras Street to the south and Laurel Canyon Boulevard to the west. The 65 CNEL contour covers 1,371 acres containing six schools and preschools, one place of worship, 2,386 dwellings and a population of 7,845.

B.3.3 Full Curfew Noise Contours

Figure B-13 presents noise exposure contours for the 2008 and 2015 forecasts based on the assumption that the full curfew has been implemented at the Airport. The baseline contours for the respective years are also shown for comparison. A summary of the noise impact of each scenario is presented in Table B-26.

The 2008 full curfew 65 CNEL contour extends from the Airport approximately to San Fernando Road to the north, crosses Victory Boulevard to the south and nearly reaches Lankershim Boulevard to the west. The 65 CNEL contour covers an area of 756 acres with a population of 1,815. The area also includes 574 dwellings, 3 schools and preschools, and one place of worship. This is a reduction of 389 acres, 870 housing units, and 2,960 residents compared to 2008 baseline conditions.

The 2015 full curfew 65 CNEL contour is somewhat larger than the 2008 contour, crossing Lankershim Boulevard to the west and Jeffries Avenue to the south. The 65 NEL contour covers 876 acres, including three schools and preschools, one place of worship, 925 dwellings, and a population of 2,873. This is a reduction of 495 acres, 1,467 dwelling units, and 4,994 residents compared to 2015 baseline conditions.



2005 Baseline
Impacts Within 65 CNEL Contour

Total Land Area (Acres)	Noise-Sensitive Land Area (Acres)	Dwelling Units	Resident Population
1,080	223	1,204	3,939

2008 Baseline
Impacts Within 65 CNEL Contour

Total Land Area (Acres)	Noise-Sensitive Land Area (Acres)	Dwelling Units	Resident Population
1,145	255	1,444	4,825

2015 Baseline
Impacts Within 65 CNEL Contour

Total Land Area (Acres)	Noise-Sensitive Land Area (Acres)	Dwelling Units	Resident Population
1,371	383	2,392	8,217

2005 | 2008 | 2015

LEGEND

- Baseline CNEL Contour*
- Detailed Land Use Study Area
- Airport Boundary
- Municipal Boundary
- Freeways
- Roads
- Single-Family Residential
- Multi-Family Residential
- Noise-Sensitive Institutions
- Sound-Insulated School
- Schools, Preschools
- Places of Worship
- Hospital
- Library

*Conditions assuming no additional aircraft operating restrictions.

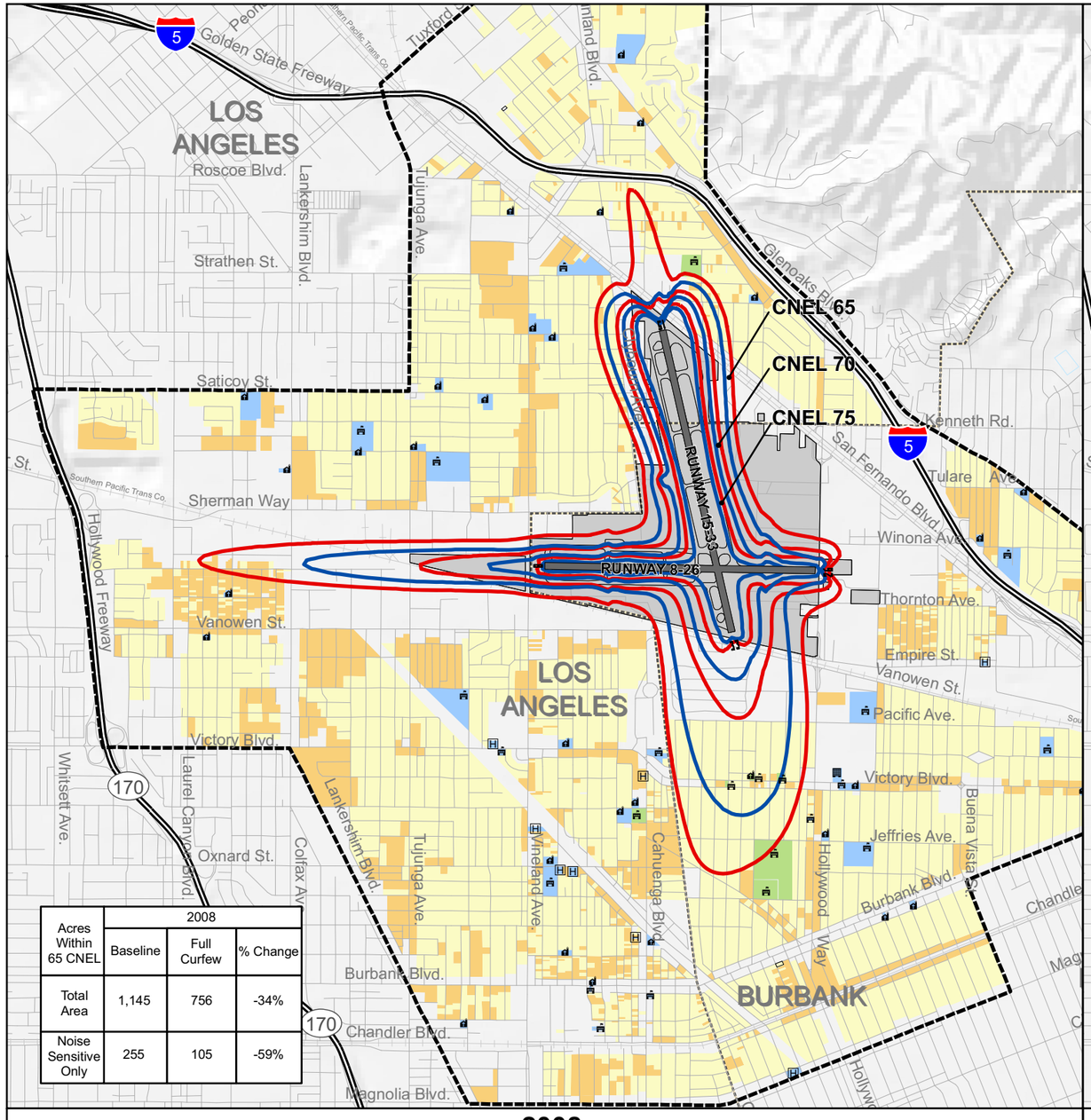
NORTH

0 900 1,800 3,600 Feet

Sources: BGPAA Geographic Information System;
Noise Analysis by Jacobs Consultancy, 2007.

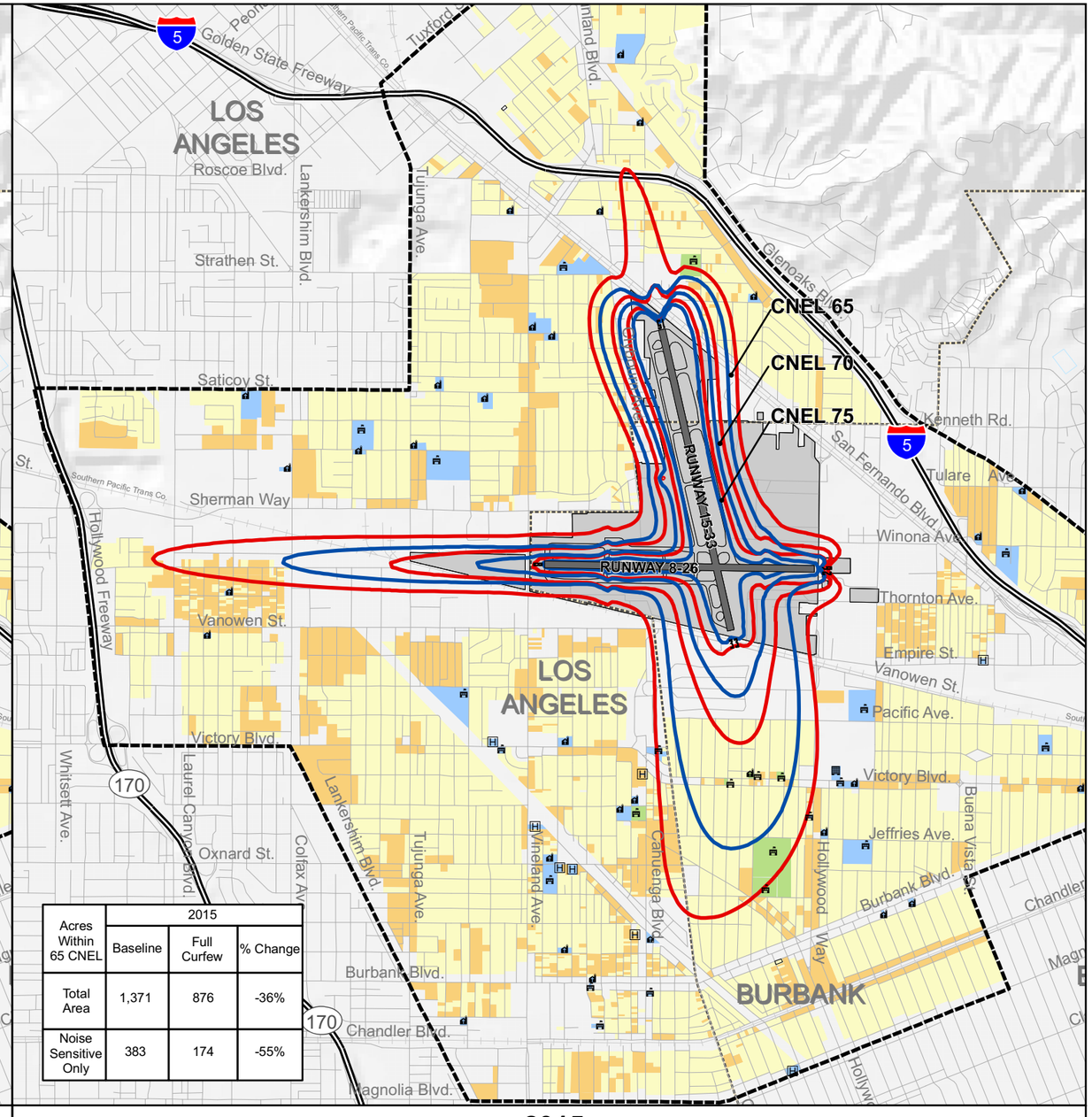
Figure B-12
NOISE EXPOSURE FOR EXISTING AND FORECAST BASELINE CONDITIONS
FAR Part 161 Study for Bob Hope Airport
January 2009

JACOBS CONSULTANCY
Airport Management Consulting



Acres Within 65 CNEL	2008		
	Baseline	Full Curfew	% Change
Total Area	1,145	756	-34%
Noise Sensitive Only	255	105	-59%

2008



Acres Within 65 CNEL	2015		
	Baseline	Full Curfew	% Change
Total Area	1,371	876	-36%
Noise Sensitive Only	383	174	-55%

2015

LEGEND

- Baseline CNEL Contour*
- CNEL Contour With Curfew
- Detailed Land Use Study Area
- Airport Boundary
- Municipal Boundary
- Freeways
- Roads

- Single-Family Residential
- Multi-Family Residential
- Noise-Sensitive Institutions
- Sound-Insulated School

- Schools, Preschools
- Places of Worship
- Hospital
- Library

*Conditions assuming no additional aircraft operating restrictions.

Sources: BGPAA Geographic Information System;
Noise Analysis by Jacobs Consultancy, 2007.

NORTH

0 750 1,500 3,000 Feet

Figure B-13
FORECAST NOISE EXPOSURE WITH FULL CURFEW
FAR Part 161 Study for Bob Hope Airport
January 2009

JACOBS CONSULTANCY
Airport Management Consulting

B.3.4 Departure Curfew Noise Contours

Figure B-14 presents noise exposure contours for the 2008 and 2015 forecasts based on the assumption that the departure curfew restriction has been implemented at the Airport16. The baseline contours for the respective years are also shown for comparison purposes. A summary of the noise impact of each scenario is presented in Table B-26.

The 2008 departure curfew 65 CNEL contour extends to Lanark Street to the north, crosses Victory Boulevard to the south, and reaches midway between Lankershim and Laurel Canyon Boulevards to the west. The 65 CNEL contour covers 844 acres and includes 3 schools and preschools, one place of worship, 679 dwellings, and a population of 2,260. This is a reduction of 301 acres, 765 dwellings, and 2,515 residents compared to 2008 baseline conditions.

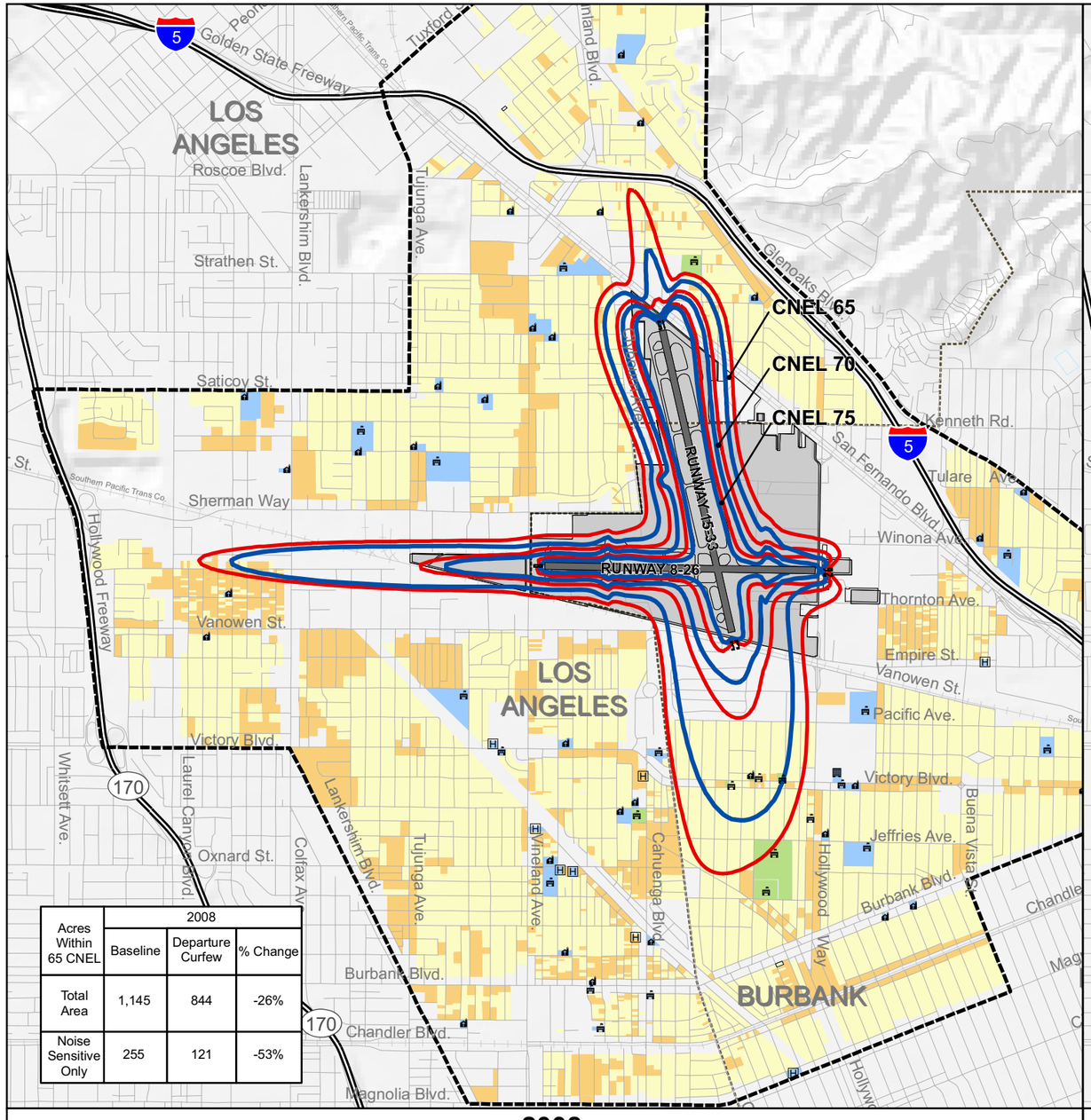
The 2015 departure curfew 65 CNEL contour is larger than the 2008 contour to the west, extending nearly to Laurel Canyon Boulevard, and to the south, crossing Jeffries Avenue. The 65 CNEL contour covers 997 acres, including 3 schools and preschools, one place of worship, 1,263 dwellings, and a population of 4,142. This is a reduction of 374 acres, 1,131 dwellings, and 3,725 residents compared to 2015 baseline conditions.

B.3.5 Noise-Based Curfew Contours

Figure B-15 presents noise exposure contours for the 2008 and 2015 forecasts based on the assumption that the noise-based curfew has been implemented at the Airport. The baseline contours for the respective years are also shown for comparison purposes. A summary of the noise impact of each scenario is presented in Table B-26.

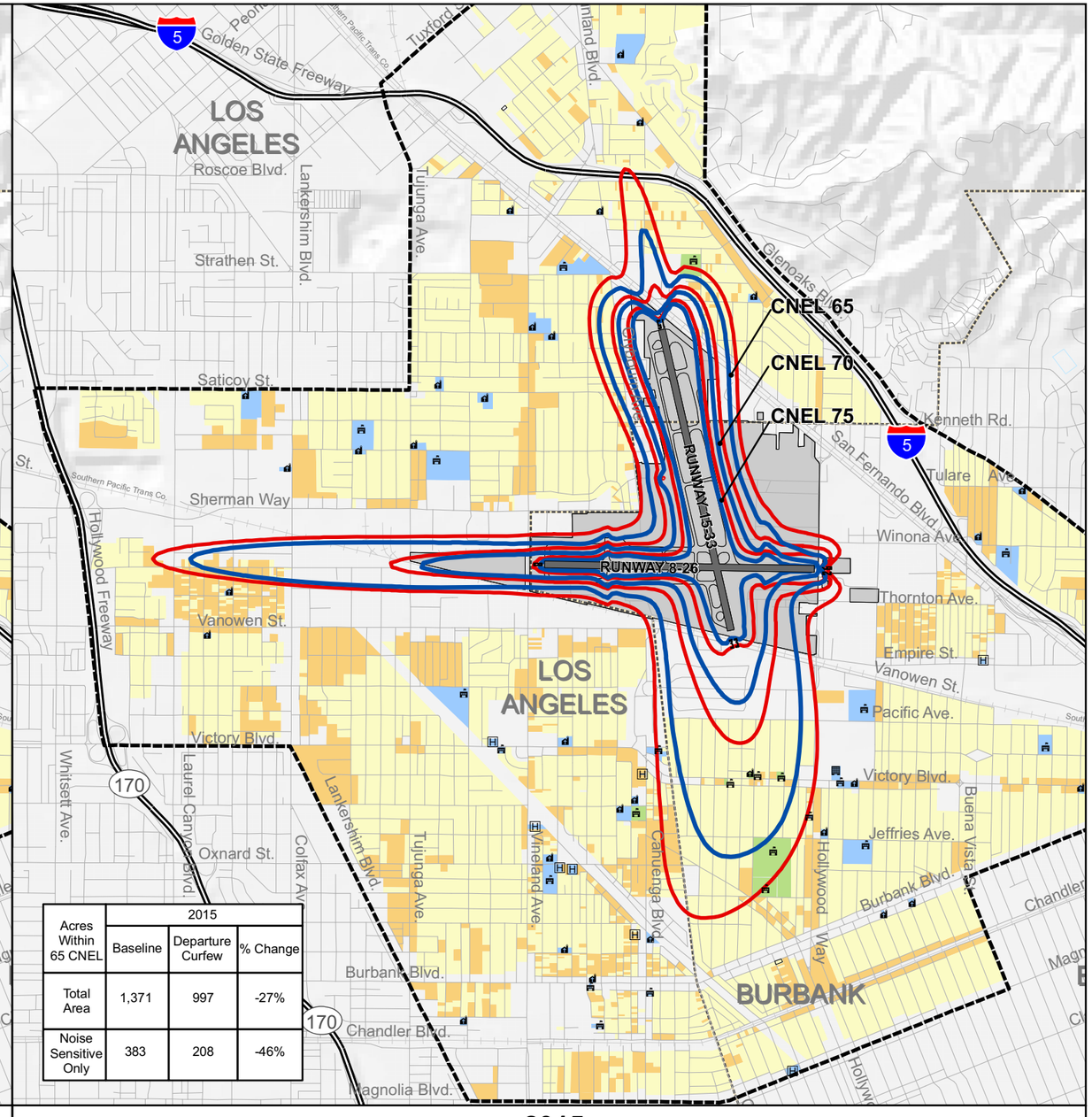
The 2008 noise contours with the noise-based curfew are nearly the same size as the 2008 departure curfew contours. The 65 CNEL contour covers 870 acres and includes 3 schools and preschools, one place of worship, 694 dwellings, and a population of 2,224. This is a reduction of 275 acres, 750 housing units, and 2,551 residents compared to 2008 baseline conditions.

The 2015 EPNdB limit 65 CNEL contour covers an area of 1,145 acres, including 3 schools and preschools, one place of worship, 1,263 dwellings, and a population of 4,107. This is a reduction of 368 acres, 1,129 dwelling units, and 3,760 residents compared to 2015 baseline conditions.



Acres Within 65 CNEL	2008		
	Baseline	Departure Curfew	% Change
Total Area	1,145	844	-26%
Noise Sensitive Only	255	121	-53%

2008



Acres Within 65 CNEL	2015		
	Baseline	Departure Curfew	% Change
Total Area	1,371	997	-27%
Noise Sensitive Only	383	208	-46%

2015

LEGEND

- Baseline CNEL Contour*
- CNEL Contour With Curfew
- Detailed Land Use Study Area
- Airport Boundary
- Municipal Boundary
- Freeways
- Roads

- Single-Family Residential
- Multi-Family Residential
- Noise-Sensitive Institutions
- Sound-Insulated School

- Schools, Preschools
- Places of Worship
- Hospital
- Library

*Conditions assuming no additional aircraft operating restrictions.

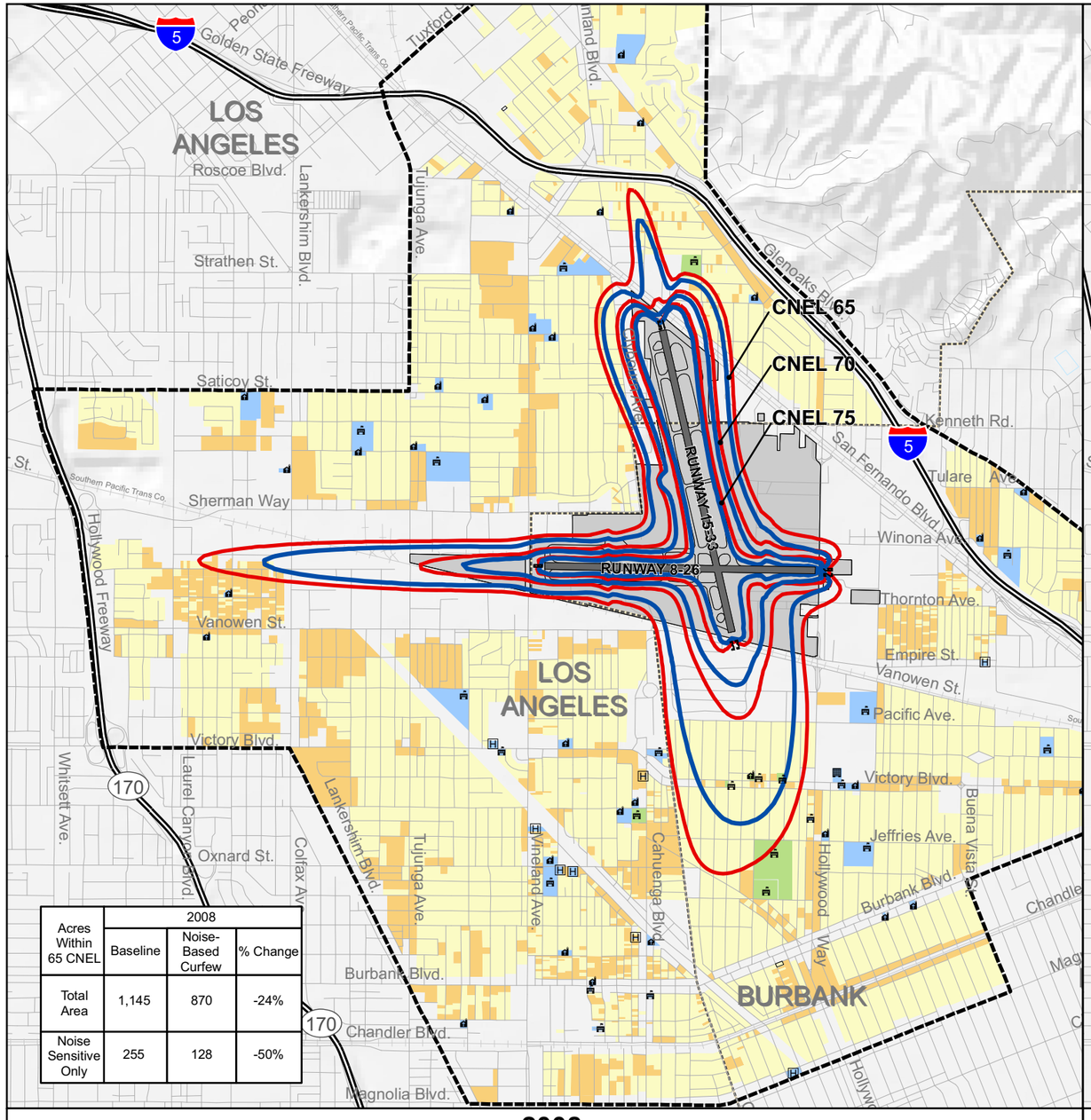
Sources: BGPAA Geographic Information System;
Noise Analysis by Jacobs Consultancy, 2007.

NORTH

0 750 1,500 3,000 Feet

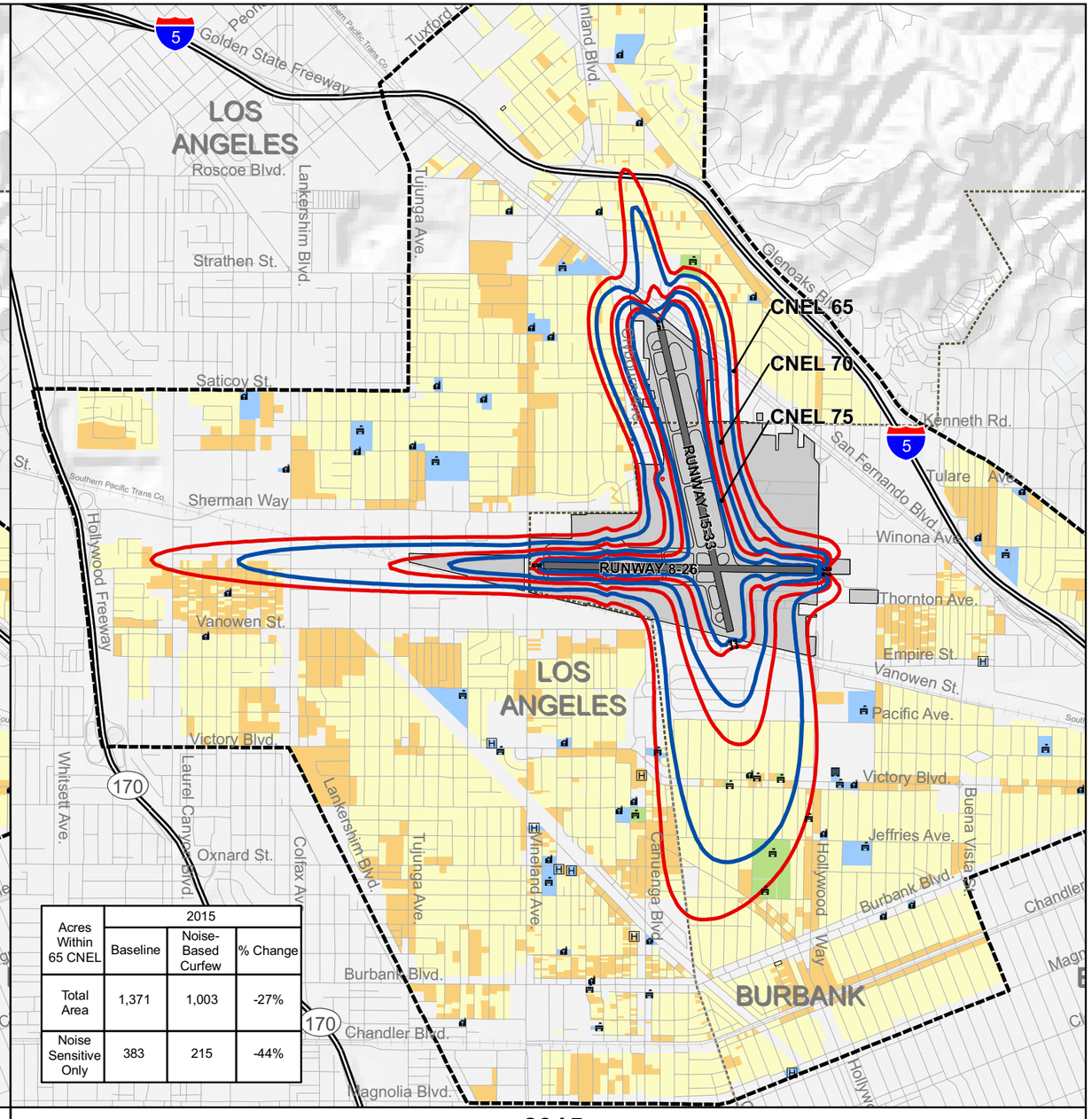
Figure B-14
FORECAST NOISE EXPOSURE WITH DEPARTURE CURFEW
FAR Part 161 Study for Bob Hope Airport
January 2009

JACOBS CONSULTANCY
Airport Management Consulting



Acres Within 65 CNEL	2008		
	Baseline	Noise-Based Curfew	% Change
Total Area	1,145	870	-24%
Noise Sensitive Only	255	128	-50%

2008



Acres Within 65 CNEL	2015		
	Baseline	Noise-Based Curfew	% Change
Total Area	1,371	1,003	-27%
Noise Sensitive Only	383	215	-44%

2015

LEGEND

- Baseline CNEL Contour*
- CNEL Contour With Curfew
- Detailed Land Use Study Area
- Airport Boundary
- Municipal Boundary
- Freeways
- Roads

- Single-Family Residential
- Multi-Family Residential
- Noise-Sensitive Institutions
- Sound-Insulated School

- Schools, Preschools
- Places of Worship
- Hospital
- Library

*Conditions assuming no additional aircraft operating restrictions.

NORTH

0 750 1,500 3,000 Feet

Sources: BGPAA Geographic Information System;
Noise Analysis by Jacobs Consultancy, 2007.

Figure B-15
FORECAST NOISE EXPOSURE WITH NOISE-BASED CURFEW
FAR Part 161 Study for Bob Hope Airport
January 2009

JACOBS CONSULTANCY
Airport Management Consulting

B.3.6 Generalized Noise Impact on Population and Sensitive Land Uses

Table B-26 compares the impacts of the 2005, 2008, and 2015 noise contours on noise-sensitive land uses and the resident population. The numbers of the sensitive land uses exposed to noise, by 5-CNEL ranges, are shown for each scenario.

The reduction of the size of the noise contours and the impact on sensitive land uses is most substantial for the full curfew scenarios. Based on the 2008 forecasts, the total land area within the 65 CNEL contour is reduced by 34% with the full curfew, 26% with the departure curfew, and 24% with the noise-based curfew. Based on the 2015 forecasts, the total area inside the 65 CNEL is reduced by 36% with the full curfew, and 27% with the departure curfew and the noise-based curfew.

As shown in the tables in Figures B-13, B-14, and B-15, the reduction in the amount of land occupied by noise-sensitive land use (dwellings, schools and preschools, and places of worship) is even greater. In 2008, the reduction in noise-sensitive area is 59% with the full curfew, 53% with the departure curfew, and 50% with the noise-based curfew. In 2015, the reduction is 55% with the full curfew, 46% with the departure curfew, and 44% with the noise-based curfew.

Table B-26 distinguishes between dwelling units that have been acoustically treated and those that have not been treated. The Airport Authority has been implementing a residential acoustical treatment program since 1999. The ultimate goal of the program is to acoustically treat all dwellings inside the 65 CNEL contour. In addition to the residential treatment program, the Airport Authority has also acoustically treated four schools and three preschools.

Table B-26

NOISE EXPOSURE IMPACTS—2005, 2008 and 2015
Bob Hope Airport FAR Part 161 Study

DNL Contour Range	Area Inside Contours (ac.) All Land	Area Inside Contours (ac.) Noise-Sensitive Area	Noise-Sensitive Institutions Schools and Pre-schools	Noise-Sensitive Institutions Places of Worship	Dwelling Units Treated	Dwelling Units Untreated	Population
2005 Baseline							
65-70	608	--	3	1	765	431	3,915
70-75	226	--	-	-	-	8	24
75 +	246	--	-	-	-	-	-
Total	1,080	223	3	1	765	439	3,939
2008 Baseline							
65-70	657	--	4	1	833	603	4,801
70-75	237	--	-	-	-	8	24
75 +	251	--	-	-	-	-	-
Total	1,145	255	4	1	833	611	4,825
2008 Full Curfew							
65-70	425	--	3	1	404	168	1,809
70-75	163	--	-	-	-	2	6
75 +	168	--	-	-	-	-	-
Total	756	105	3	1	404	170	1,815
2008 Departure Curfew							
65-70	481	--	3	1	449	226	2,243
70-75	180	--	-	-	-	4	12
75 +	182	--	-	-	-	-	-
Total	844	121	3	1	449	230	2,255
2008 Noise-Based Curfew							
65-70	499	--	3	1	475	214	2,208
70-75	184	--	-	-	-	5	16
75 +	187	--	-	-	-	-	-
Total	870	128	3	1	475	219	2,224
2015 Baseline							
65-70	806	--	7	1	1,083	1,225	7,946
70-75	286	--	-	-	46	37	267
75 +	280	--	-	-	-	1	4
Total	1,371	383	7	1	1,129	1,263	8,217
2015 Full Curfew							
65-70	504	--	3	1	622	296	2,851
70-75	186	--	-	-	-	7	22
75 +	186	--	-	-	-	-	-
Total	876	174	3	1	622	303	2,873
2015 Departure Curfew							
65-70	583	--	3	1	727	527	4,182
70-75	210	--	-	-	-	7	22
75 +	204	--	-	-	-	-	-
Total	977	208	3	1	727	534	4,204
2015 Noise-Based Curfew							
65-70	589	--	4	1	747	413	3,770
70-75	209	--	-	-	-	8	24
75 +	205	--	-	-	-	-	-
Total	1,003	215	4	1	747	421	3,794

Source: Jacobs Consultancy analysis, 2007.