



Appendix A

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# SUPPORTING MATERIALS

## **Appendix A**

### **SUPPORTING MATERIALS**

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This appendix includes the following supporting information:

- 49 USC 47534: Prohibition on operating certain aircraft weighing 75,000 pounds or less not complying with stage 3 noise levels
- Part 150: Records of Approval, Bob Hope Airport, Burbank, Burbank, California, Approved on 11/27/00
- Part 150: Records of Approval, Bob Hope Airport, Burbank, California, Approved on 8/4/04 (Amendment)

**49 USC 47534: Prohibition on operating certain aircraft weighing 75,000 pounds or less not complying with stage 3 noise levels**

Text contains those laws in effect on September 22, 2013

**From Title 49-TRANSPORTATION**

SUBTITLE VII-AVIATION PROGRAMS

PART B-AIRPORT DEVELOPMENT AND NOISE

CHAPTER 475-NOISE

SUBCHAPTER II-NATIONAL AVIATION NOISE POLICY

**Jump To:**

[Source Credit](#)

[References In Text](#)

**§47534. Prohibition on operating certain aircraft weighing 75,000 pounds or less not complying with stage 3 noise levels**

(a) PROHIBITION.-Except as otherwise provided by this section, after December 31, 2015, a person may not operate a civil subsonic jet airplane with a maximum weight of 75,000 pounds or less, and for which an airworthiness certificate (other than an experimental certificate) has been issued, to or from an airport in the United States unless the Secretary of Transportation finds that the aircraft complies with stage 3 noise levels.

(b) AIRCRAFT OPERATIONS OUTSIDE 48 CONTIGUOUS STATES.-Subsection (a) shall not apply to aircraft operated only outside the 48 contiguous States.

(c) TEMPORARY OPERATIONS.-The Secretary may allow temporary operation of an aircraft otherwise prohibited from operation under subsection (a) to or from an airport in the contiguous United States by granting a special flight authorization for one or more of the following circumstances:

(1) To sell, lease, or use the aircraft outside the 48 contiguous States.

(2) To scrap the aircraft.

(3) To obtain modifications to the aircraft to meet stage 3 noise levels.

(4) To perform scheduled heavy maintenance or significant modifications on the aircraft at a maintenance facility located in the contiguous 48 States.

(5) To deliver the aircraft to an operator leasing the aircraft from the owner or return the aircraft to the lessor.

(6) To prepare, park, or store the aircraft in anticipation of any of the activities described in paragraphs (1) through (5).

(7) To provide transport of persons and goods in the relief of an emergency situation.

(8) To divert the aircraft to an alternative airport in the 48 contiguous States on account of weather, mechanical, fuel, air traffic control, or other safety reasons while conducting a flight in order to perform any of the activities described in paragraphs (1) through (7).

(d) REGULATIONS.-The Secretary may prescribe such regulations or other guidance as may be necessary for the implementation of this section.

(e) STATUTORY CONSTRUCTION.-

(1) AIP GRANT ASSURANCES.-Noncompliance with subsection (a) shall not be construed as a violation of section 47107 or any regulations prescribed thereunder.

(2) PENDING APPLICATIONS.-Nothing in this section may be construed as interfering with, nullifying, or otherwise affecting determinations made by the Federal Aviation Administration, or to be made by the Administration, with respect to applications under part 161 of title 14, Code of Federal Regulations, that were pending on the date of enactment of this section.

(Added Pub. L. 112-95, title V, §506(a), Feb. 14, 2012, 126 Stat. 105.)

**REFERENCES IN TEXT**

The date of enactment of this section, referred to in subsec. (e)(2), is the date of enactment of Pub. L. 112-95, which was approved Feb. 14, 2012.



- [State](#)
  - [\[ 2010 California Building Code, Title 24, Part 2 \(First Printing\), Includes Errata/Supplement through July 1, 2012 \]](#)
    - [Chapter 12 - Interior Environment](#)
      - [SECTION 1201 GENERAL](#)
      - [SECTION 1202 DEFINITIONS](#)
      - [SECTION 1203 VENTILATION](#)
      - [SECTION 1204 TEMPERATURE CONTROL](#)
      - [SECTION 1205 LIGHTING](#)
      - [SECTION 1206 YARDS OR COURTS](#)
      - [SECTION 1207 \[HCD 1& HCD 2\] SOUND TRANSMISSION](#)
      - [SECTION 1208 INTERIOR SPACE DIMENSIONS](#)
      - [SECTION 1209 ACCESS TO UNOCCUPIED SPACES](#)
      - [SECTION 1210 SURROUNDING MATERIALS](#)
      - [SECTION 1211 \[HCD 1 & HCD 2\] GARAGE DOOR SPRINGS](#)
      - [SECTION 1212 Reserved](#)
      - [SECTION 1213 Reserved](#)
      - [SECTION 1214 Reserved](#)
      - [SECTION 1215 Reserved](#)
      - [SECTION 1216 Reserved](#)
      - [SECTION 1217 Reserved](#)
      - [SECTION 1218 Reserved](#)
      - [SECTION 1219 Reserved](#)
      - [SECTION 1220 Reserved](#)
      - [SECTION 1221 Reserved](#)
      - [SECTION 1222 Reserved](#)
      - [SECTION 1223 Reserved](#)
      - [SECTION 1224 \[OSHPD 1\] HOSPITALS](#)
      - [SECTION 1225 \[OSHPD 2\] SKILLED NURSING AND INTERMEDIATE-CARE FACILITIES](#)
      - [SECTION 1226 \[OSHPD 3\] CLINICS](#)
      - [SECTION 1227 \[OSHPD 4\] CORRECTIONAL TREATMENT CENTERS](#)
      - [SECTION 1228 Reserved](#)
      - [SECTION 1229 Reserved](#)
      - [SECTION 1230 \[CSA\] MINIMUM STANDARDS FOR JUVENILE FACILITIES](#)
      - [SECTION 1231 \[CSA\] LOCAL DETENTION](#)
      - [SECTION 1232 Reserved](#)
      - [SECTION 1233 Reserved](#)
      - [SECTION 1234 Reserved](#)
      - [SECTION 1235 \[DPH\] SANITARY CONTROL OF SHELLFISH \(PLANTS AND OPERATIONS\)](#)
      - [SECTION 1236 \[DPH\] LABORATORY ANIMAL QUARTERS](#)
      - [SECTION 1237 \[DPH\] WILD ANIMAL QUARANTINE FACILITIES](#)
      - [SECTION 1238 Reserved](#)

- [SECTION 1239 Reserved](#)
- [SECTION 1240 \[AGR\] MEAT AND POULTRY PROCESSING PLANTS](#)
- [SECTION 1241 \[AGR\] COLLECTION CENTERS AND FACILITIES](#)
- [SECTION 1242 \[AGR\] RENDERERS](#)
- [SECTION 1243 \[AGR\] HORSEMEAT AND PET FOOD ESTABLISHMENTS](#)
- [SECTION 1244 Reserved](#)
- [SECTION 1245 Reserved](#)
- [SECTION 1246 Reserved](#)
- [SECTION 1247 Reserved](#)
- [SECTION 1248 Reserved](#)
- [SECTION 1249 Reserved](#)
- [SECTION 1250 \[CA\] PHARMACIES](#)
- [SECTION 1251 \[CA\] VETERINARY FACILITIES](#)
- [SECTION 1252 \[CA\] BARBER COLLEGES AND SHOPS](#)
- [SECTION 1253 \[CA\] SCHOOLS OF COSMETOLOGY, COSMETOLOGICAL ESTABLISHMENTS AND SATELLITE CLASSROOMS](#)
- [SECTION 1254 \[CA\] ACUPUNCTURE OFFICES](#)

[1207.1 Purpose and scope.](#)

[1207.2 Definitions.](#)

[1207.3 Relevant standards.](#)

[1207.4 Complaints](#)

[1207.5 Local modification](#)

[1207.6 Interdwelling sound transmission control.](#)

[1207.7 Airborne sound insulation](#)

[1207.8 Impact sound insulation](#)

[1207.9 Tested assemblies](#)

[1207.10 Certification.](#)

[1207.11 Exterior sound transmission control.](#)

[1207.12 Compliance.](#)

[1207.13 Field testing.](#)

[1207.1 Purpose and scope.](#)

[1207.2 Definitions.](#)

[1207.3 Relevant standards.](#)

[1207.4 Complaints](#)

[1207.5 Local modification](#)

[1207.6 Interdwelling sound transmission control.](#)

[1207.7 Airborne sound insulation](#)

[1207.8 Impact sound insulation](#)

[1207.9 Tested assemblies](#)

[1207.10 Certification.](#)

[1207.11 Exterior sound transmission control.](#)

[1207.12 Compliance.](#)

[1207.13 Field testing.](#)

[Top](#) [Previous Section](#) [Next Section](#) To view the next subsection please select the Next Section option.

**SECTION 1207 [HCD 1& HCD 2] SOUND TRANSMISSION**

**1207.1 Purpose and scope.** *The purpose of this section is to establish uniform minimum noise insulation performance standards to protect persons within hotels, motels, dormitories, apartment houses and dwellings other than detached single-family dwellings from the effects of excessive noise, including, but not limited to, hearing loss or impairment and interference with speech and sleep. This section shall apply to all buildings for which applications for building permits were made subsequent to August 22, 1974.*

**1207.2 Definitions.** *The following special definitions shall apply to this section:*

**SOUND TRANSMISSION CLASS (STC)** *is a single-number rating used to compare walls, floor-ceiling assemblies and doors for their sound-insulating properties with respect to speech and small household appliance noise. The STC is derived from laboratory measurements of sound transmission loss across a series of 16 test bands.*

*Laboratory STC ratings should be used to the greatest extent possible in determining that the design complies with this section.*

**FIELD SOUND TRANSMISSION CLASS (FSTC)** *is a single-number rating similar to STC, except that the transmission loss values used to derive the FSTC are measured in the field. All sound transmitted from the source room to the receiving room is assumed to be through the separating wall or floor-ceiling assembly.*

*This section does not require determination of the FSTC, and field-measured values of noise reduction should not be reported as transmission loss.*

**IMPACT INSULATION CLASS (IIC)** *is a single-number rating used to compare the effectiveness of floor-ceiling assemblies in providing reduction of impact-generated sounds such as footsteps. The IIC is derived from laboratory measurements of impact sound pressure level across a series of 16 test bands using a standardized tapping machine. Laboratory IIC ratings should be used to the greatest extent possible in determining that the design complies with this section.*

**FIELD IMPACT INSULATION CLASS (FIIC)** *is a single-number rating similar to the IIC, except that the impact sound pressure levels are measured in the field*

**NOISE ISOLATION CLASS (NIC)** *is a single-number rating derived from measured values of noise reduction between two enclosed spaces that are connected by one or more paths. The NIC is not adjusted or normalized to a standard reverberation time.*

**NORMALIZED NOISE ISOLATION CLASS (NNIC)** *is a single-number rating similar to the NIC, except that the measured noise reduction values are normalized to a reverberation time of one-half second.*

**NORMALIZED A-WEIGHTED SOUND LEVEL DIFFERENCE (Dn)** *means for a specified source room sound spectrum, Dn is the difference, in decibels, between the average sound levels produced in two rooms after adjustment to the expected acoustical conditions when the receiving room under test is normally furnished.*

**DAY-NIGHT AVERAGE SOUND LEVEL (Ldn)** *is the A-weighted equivalent continuous sound exposure level for a 24-hour period with a 10 db adjustment added to sound levels occurring during nighttime hours (10 p.m. to 7 a.m.).*

**COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)** is a metric similar to the Ldn, except that a 5 db adjustment is added to the equivalent continuous sound exposure level for evening hours (7 p.m. to 10 p.m.) in addition to the 10 db nighttime adjustment used in the Ldn.

**1207.2.1 Masonry.** The sound transmission class of concrete masonry and clay masonry assemblies shall be calculated in accordance with TMS 0302 or determined through testing in accordance with ASTM E 90.

**1207.3 Relevant standards.** The current edition of the following standards is generally applicable for determining compliance with this section. Copies may be obtained from the American Society for Testing and Materials (ASTM) at 100 Barr Harbor Drive, West Conshohocken, PA, 19428-2959.

*ASTM C 634, Standard Terminology Relating to Building and Environmental Acoustics.*

*ASTM E 90, Standard Test Method for Laboratory Measurement of Airborne Sound Transmission Loss of Building Partitions and Elements.*

*ASTM E 336, Standard Test Method for Measurement of Airborne Sound Attenuation Between Rooms in Buildings.*

*ASTM E 413, Classification for Rating Sound Insulation.*

*ASTM E 492, Standard Test Method for Laboratory Measurement of Impact Sound Transmission Through Floor-Ceiling Assemblies Using the Tapping Machine.*

*ASTM E 497, Standard Recommended Practice for Installation of Fixed Partitions of Light Frame Type for the Purpose of Conserving Their Sound Insulation Efficiency.*

*ASTM E 597, Recommended Practice for Determining a Single-Number Rating of Airborne Sound Isolation in Multi-unit Building Specifications.*

*ASTM E 966, Standard Guide for Field Measurements of Airborne Sound Insulation of Building Facades and Facade Elements.*

*ASTM E 989, Standard Classification for Determination of Impact Insulation Class (IIC).*

*ASTM E 1007, Standard Test Method for Field Measurement of Tapping Machine Impact Sound Transmission Through Floor-Ceiling Assemblies and Associated Support Structures.*

*ASTM E 1014, Standard Guide for Measurement of Outdoor A-Weighted Sound Levels.*

**1207.4 Complaints.** Where a complaint as to noncompliance with this chapter requires a field test, the complainant shall post a bond or adequate funds in escrow for the cost of said testing. Such costs shall be chargeable to the complainant if the field tests show compliance with this chapter. If the tests show noncompliance, testing costs shall be borne to the owner or builder.

**1207.5 Local modification.** The governing body of any city or county or city and county may, by ordinance,

*adopt changes or modifications to the requirements of this section as set forth in Section 17922.7 of the Health and Safety Code.*

### **1207.6 Interdwelling sound transmission control.**

**1207.6.1 Wall and floor-ceiling assemblies.** *Wall and floor-ceiling assemblies separating dwelling units or guest rooms from each other and from public or service areas such as interior corridors, garages and mechanical spaces shall provide airborne sound insulation for walls, and both airborne and impact sound insulation for floor-ceiling assemblies.*

**Exception:** *Impact sound insulation is not required for floor-ceiling assemblies over nonhabitable rooms or spaces not designed to be occupied, such as garages, mechanical rooms or storage areas.*

**1207.7 Airborne sound insulation.** *All such acoustically rated separating wall and floor-ceiling assemblies shall provide airborne sound insulation equal to that required to meet a sound transmission class (STC) rating of 50 based on laboratory tests as defined in ASTM E 90 and E 413. Field-tested assemblies shall meet a noise isolation class (NIC) rating of 45 for occupied units and a normalized noise isolation class (NINIC) rating of 45 for unoccupied units as defined in ASTM E 336 and E 413.*

*ASTM E 597 may be used as simplified procedure for field tests of the airborne sound isolation between rooms in unoccupied buildings. In such tests, the minimum value of Dn is 45 db for compliance.*

*Entrance doors from interior corridors together with their perimeter seals shall have STC ratings not less than 26. Such tested doors shall operate normally with commercially available seals.*

*Solid-core wood-slab doors 1<sup>3</sup>/<sub>8</sub> inches (35 mm) thick minimum or 18 gauge insulated steel-slab doors with compression seals all around, including the threshold, may be considered adequate without other substantiating information.*

*Field tests of corridor walls should not include segments with doors. If such tests are impractical, however, the NIC or NNIC rating for the composite wall-door assembly shall not be less than 30.*

*Penetrations or openings in construction assemblies for piping, electrical devices, recessed cabinets, bathtubs, soffits or heating, ventilating or exhaust ducts shall be sealed, lined, insulated or otherwise treated to maintain the required ratings.*

**1207.8 Impact sound insulation.** *All acoustically rated separating floor-ceiling assemblies shall provide impact sound insulation equal to that required to meet a IIC rating of 50 based on laboratory tests as defined in ASTM E 492 and E 989. Field-tested assemblies shall meet a field impact insulation class (FIIC) rating of 45 for both occupied and unoccupied units as defined in ASTM E 1007 and E 989, with the exception that the measured impact sound pressure levels shall not be normalized to a standard amount of absorption in the receiving room.*

*Floor coverings may be included in the assembly to obtain the required ratings. These coverings must be retained as a permanent part of the assembly and may be replaced only by other floor coverings that provide the required impact sound insulation.*



**1207.9 Tested assemblies.** *Laboratory-tested wall or floor-ceiling designs having STC or IIC ratings of 50 or more may be used by the building official to determine compliance with this section during plan review phase. Field tests shall be required by the building official when evidence of sound leaks or flanking paths is noted, or when the separating assembly is not built according to the approved design.*

*Generic sound transmission control systems as listed in the Catalog of STC and IIC Ratings for Wall and Floor-Ceiling Assemblies, as published by the Office of Noise Control, California Department of Health Services, or the Fire Resistance Design Manual, as published by the Gypsum Association, may be used to evaluate construction assemblies for their sound transmission properties. Other tests from recognized laboratories may also be used. When ratings for essentially similar assemblies differ, and when ratings are below STC or IIC 50, field testing may be used to demonstrate that the building complies with this section.*

*For field testing, rooms should ideally be large and reverberant for reliable measurements to be made in all test bands. This is often not possible for bathrooms, kitchens, hallways or rooms with large amounts of sound-absorptive materials. Field test results should, however, report the measured values in all bands, noting those which do not meet relevant ASTM criteria for diffusion.*

*It should be noted that STC ratings do not adequately characterize the sound insulation of construction assemblies when the intruding noise is predominantly low-pitched, as is often produced by amplified music or by large pieces of mechanical equipment.*

*It should also be noted that the transmission of impact sound from a standardized tapping machine may vary considerably for a given design due to differences in specimen size, flanking transmission through associated structure and the acoustical response of the room below. Laboratory IIC values should therefore be used with caution when estimating the performance of hard-surfaced floors in the field. Additionally, IIC ratings may not always be adequate to characterize the subjectively annoying creak or boom generated by footfalls on a lumber floor.*

**1207.10 Certification.** *Field testing, when required, shall be done under the supervision of a person experienced in the field of acoustical testing and engineering, who shall forward test results to the building official showing that the sound isolation requirements stated above have been met. Documentation of field test results should generally follow the requirements outlined in relevant ASTM standards.*

### **1207.11 Exterior sound transmission control.**

**1207.11.1 Application.** *Consistent with local land-use standards, residential structures located in noise critical areas, such as proximity to highways, county roads, city streets, railroads, rapid transit lines, airports or industrial areas, shall be designed to prevent the intrusion of exterior noises beyond prescribed levels. Proper design shall include, but shall not be limited to, orientation of the residential structure, setbacks, shielding and sound insulation of the building itself.*

**1207.11.2 Allowable interior noise levels.** *Interior noise levels attributable to exterior sources shall not exceed 45 db in any habitable room. The noise metric shall be either the day-night average sound level (Ldn) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan.*

*Note: Ldn is the preferred metric for implementing these standards. Worst-case noise levels, either existing or future, shall be used as the basis for determining compliance with this section. Future noise levels shall be predicted for a period of at least 10 years from the time of building permit application.*

**1207.11.3 Airport noise sources.** Residential structures to be located where the annual Ldn or CNEL (as defined in Title 21, Division 2.5, [Chapter 6](#), Article 1, Section 5001, California Code of Regulations) exceeds 60 db shall require an acoustical analysis showing that the proposed design will achieve prescribed allowable interior level. For public-use airports or heliports, the Ldn or CNEL shall be determined from the airport land-use plan prepared by the county wherein the airport is located. For military bases, the Ldn shall be determined from the facility Air Installation Compatible Use Zone (AICUZ) plan. For all other airports or heliports, or public-use airports or heliports for which a land-use plan has not been developed, the Ldn or CNEL shall be determined from the noise element of the general plan of the local jurisdiction.

*When aircraft noise is not the only significant source, noise levels from all sources shall be added to determine the composite site noise level.*

**1207.11.4 Other noise sources.** Residential structures to be located where the Ldn or CNEL exceeds 60 db shall require an acoustical analysis showing that the proposed design will limit exterior noise to the prescribed allowable interior level. The noise element of the local general plan shall be used to the greatest extent possible to identify sites with noise levels potentially greater than 60 db.

**1207.12 Compliance.** Evidence of compliance shall consist of submittal of an acoustical analysis report, prepared under the supervision of a person experienced in the field of acoustical engineering, with the application for a building permit. The report shall show topographical relationships of noise sources and dwelling sites, identification of noise sources and their characteristics, predicted noise spectra and levels at the exterior of the proposed dwelling structure considering present and future land usage, basis for the prediction (measured or obtained from published data), noise attenuation measures to be applied, and an analysis of the noise insulation effectiveness of the proposed construction showing that the prescribed interior noise level requirements are met.

*If interior allowable noise levels are met by requiring that windows be unopenable or closed, the design for the structure must also specify a ventilation or air-conditioning system to provide a habitable interior environment. The ventilation system must not compromise the dwelling unit or guest room noise reduction.*

**1207.13 Field testing.** When inspection indicates that the construction is not in accordance with the approved design, or that the noise reduction is compromised due to sound leaks or flanking paths, field testing may be required. A test report showing compliance or noncompliance with prescribed interior allowable levels shall be submitted to the building official.

*Measurements of outdoor sound levels shall generally follow the guidelines in ASTM E 1014.*

*Field measurements of the A-weighted airborne sound insulation of buildings from exterior sources shall generally follow the guidelines in ASTM E 966.*

*For the purpose of this standard, sound level differences measured in unoccupied units shall be normalized to a receiving room reverberation time of one-half second. Sound level differences measured in occupied units shall not be normalized to a standard reverberation time.*

## Part 150: Records of Approval

### Burbank-Glendale-Pasadena Airport, Burbank, California

Approved on 11/27/00

#### INTRODUCTION

The Burbank-Glendale-Pasadena Airport, Burbank, California, Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based upon the parameters established in Federal Aviation Regulation (FAR) Part 150, *Airport Noise Compatibility Planning*. Preparation of the Part 150 study fulfills a commitment made in the 1995 Final Environmental Impact Statement for the Land Acquisition and Replacement Passenger Terminal Project. This NCP is to replace the NCP approved by the FAA on July 27, 1989. The program recommends a total of twenty-eight measures to prevent the introduction of additional noncompatible land uses and to reduce the effect of the noise generated at the airport. The recommendations include twelve noise abatement measures, four noise mitigation measures, six land use measures, and six program management measures. Ten measures are, in whole or in part, continuations of existing policies previously approved under Part 150. The recommended program measures are summarized on Pages 7-13 through 7-39 of the NCP.

The measures are identified below by program element and referenced to the NCP by page number. Each element summarizes as closely as possible the airport operator's recommendations as found in the NCP. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA.

The approvals listed herein include approvals of actions that the Burbank-Glendale-Pasadena Airport Authority recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of the Part 150. These approvals do not constitute decisions to implement the actions. These approvals do not constitute a commitment by the FAA to provide federal financial assistance for these projects. Later decisions concerning possible implementation of the actions may be subject to applicable environmental or other procedures or requirements.

#### 1 - NOISE ABATEMENT ELEMENT

##### 1. Continue requiring all transport category and turbojet aircraft to comply with Federal aircraft noise regulations. (Page 7-13)

**Description:** This measure recommends the continuation of an existing noise abatement rule. The rule states: "All subsonic transport category airplanes and all subsonic turbojet powered airplanes regardless of category operating at the Burbank airport shall be in compliance with all Federal Air Regulations respecting noise, as the same may be amended from time to time." The applicable Federal aircraft noise rules are in Federal Aviation Regulations (FAR) Parts 36 and 91. This measure was previously approved by the FAA as an element of the 1988 NCP.

**FAA Action:** APPROVED

**2. Continue requiring compliance with the Airport's Engine Test Run Up Policy. (Page 7-14; also see page 5-29 and Exhibit 5P for general discussion of run-up impacts)**

**Description:** This measure recommends the continuation of an existing noise abatement rule. The rule states: "Each aircraft operator and maintenance and repair facility shall adhere to the Authority Engine Test Run Up Policy as contained in the Airport Operations Manual, as the same may be amended from time to time." Among these policies are a prohibition on maintenance engine run-ups between 10:00 p.m. and 7:00 a.m., unless delay of the run-up would cause an aircraft to arrive or depart after 10:00 p.m. in the succeeding 24-hour period. In addition, specific run-up locations are designated at the run-up pad on the north edge of Taxiway D and in front of the Ameriflight hangar. The element of this measure related to the prohibition on maintenance engine run-ups between 10:00 p.m. and 7:00 a.m. was previously disapproved by the FAA pending the submittal of additional information. The element of this measure related to the designation of specific run-up locations was previously approved by the FAA.

**FAA Action: APPROVED**

Continuation of this measure would eliminate nighttime single event noise levels for approximately 2,000 individuals who reside in homes northwest, southwest, and southeast of taxiway D, in proximity to the designated locations where runups are performed. The graphic at Exhibit 5P illustrates peak (Lmax) single event noise levels of 80 dBA and 65 dBA for aircraft commonly using the airport. The NCP discusses how, given the outdoor-to-indoor sound attenuation for typical homes, engine runup noise translates into interior noise levels high enough to interrupt indoor activities and outdoor conversation and relaxation.

**3. Continue promoting use of AC 91-53A Noise Abatement Departure Procedures by air carrier jets. (Page 7-15)**

**Description:** This measure recommends that the Airport Authority continue promoting the use of noise abatement departure procedures in Advisory Circular 91-53A by airlines operating jet aircraft over 75,000 pounds, certificated gross takeoff weight.

**FAA Action: APPROVED as a voluntary measure only.**

**4. Continue promoting use of NBAA noise abatement procedures, or equivalent manufacturer procedures, by general aviation jet aircraft. (Page 7-16)**

**Description:** This measure recommends that the Airport Authority continue to actively encourage jet operators to use the National Business Aviation Association (NBAA) Approach and Landing Procedure and Standard Noise Abatement Departure Procedures, or equivalent quiet flying procedures developed by aircraft manufacturer. This measure was previously approved by the FAA as an element of the 1988 NCP.

**FAA Action: APPROVED as a voluntary measure only.**

**5. Continue working with the FAA Airport Traffic Control Tower to maintain the typical traffic pattern altitude of 1,800 feet MSL. (Page 7-17)**

**Description:** This measure recommends that the Airport Authority continue to work with the FAA Airport Traffic Control Tower to maintain the typical traffic pattern altitude of 1,800 feet above mean sea level (MSL). This altitude corresponds to a typical traffic pattern altitude of 1,000 feet above ground level. A similar measure was previously approved by the FAA as an element of the 1988 NCP.

**FAA Action: APPROVED as a voluntary measure only.**

Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval.

**6. Continue the placement of new buildings on the airport north of Runway 8-26 to shield nearby neighborhood from noise on runway. (Page 7-17)**

**Description:** This measure recommends new hangars and other aviation related buildings constructed in the area north of Runway 8-26 and west of Runway 15-33 be positioned to attenuate some of the noise of aircraft on the ground, shielding nearby residential neighborhoods.

**FAA Action: APPROVED**

**7. Designate Runway 26 as nighttime preferential departure runway. (Page 7-18)**

**Description:** This measure recommends that Runway 26 be designated the preferential departure runway, weather and traffic permitting, after 10:00 p.m. and before 7:00 a.m. The primary effect of this policy would be to reduce noise exposure over the areas south of the airport exposed to noise from takeoffs on Runway 15. While aircraft noise would increase over areas west of the airport, most of the increase at levels above 65 CNEL would be confined to the commercial/industrial corridor along Sherman Way and the Southern Pacific Railroad tracks. This measure is proposed as an official, informal runway use program.

**FAA Action: APPROVED as a voluntary measure only.**

This approval is in part based on the information provided by the airport operator in its letter dated September 13, 2000. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval. Airfield signs and other publications must not construe the procedure as mandatory.

**8. Establish noise abatement departure turn for jet takeoffs on Runway 26. (Page 7-19)**

**Description:** This measure recommends a right turn to a heading of 275 degrees, beginning approximately 1,000 feet off the west end of Runway 26. Aircraft would continue to climb on this heading for at least three miles before turning to assigned headings. The intent is to confine departures to the Southern Pacific Railroad corridor extending west-northwest from the runway. By confining departing aircraft to this corridor, overflights of nearby residential neighborhoods can be reduced. It is recommended that this turn apply only to jet aircraft. This measure is recommended for implementation simultaneously with the nighttime preferential runway use program recommended in Measure 7 above.

**FAA Action: No action required at this time.**

This measure relates to flight procedures under section 104(b). Additional review by FAA is necessary to evaluate the operational safety, feasibility, and environmental effects of this proposal.

**9. Build extension of Taxiway D to promote nighttime general aviation departures on Runway 26. (Page 7-20)**

**Description:** This measure recommends the extension of Taxiway D to promote nighttime general aviation departures on Runway 26. General Aviation departures on Runway 26 are

limited due to a lack of taxiway access. This measure supports the proposed preferential use of Runway 26 (Measure 7 above) by improving general aviation aircraft access to Runway 26.

**FAA Action: APPROVED**

Approval of this measure is contingent upon approval and implementation of Measure 7 above.

**10. Build engine maintenance run-up enclosure. (Page 7-21)**

**Description:** This measure recommends the construction of an engine run-up enclosure to attenuate noise from maintenance run-ups. This measure further recommends the Airport Authority establish policies governing the use of the run-up enclosure. Such policies may include the requirement that all maintenance run-ups done at more than idle power be required to use the facility. With the required use of the run-up enclosure, consideration may also be given to the removal of existing nighttime maintenance run-up restrictions (Measure 2) if it can be demonstrated that no adverse noise impacts will be caused in residential areas as a result of such action.

**FAA Action: APPROVED**

**11. Phase-out operations by all Stage 2 jets. (Page 7-22)**

**Description:** This measure recommends that the Airport Authority attempt to phase-out use of the airport by Stage 2 aircraft with certificated gross takeoff weights under 75,000 pounds. The NCP recognizes that the proposed phase-out could be adopted only after the completion of an FAR Part 161 Study.

**FAA Action: DISAPPROVED pending submission of additional information and compliance with Part 161.**

As recognized in the NCP, the proposed phase-out of Stage 2 aircraft with certificated gross takeoff weights under 75,000 pounds constitutes an airport noise and access restriction that could only be adopted after full compliance with the Airport Noise and Capacity Act of 1990 (ANCA), 49 USC 47524(b), and 14 CFR Part 161. The completed Part 161 analysis may be submitted for FAA reconsideration of this measure under Part 150.

**12. Establish a mandatory curfew on departures by all Stage 2 aircraft between 10:00 p.m. and 7:00 a.m., departures by all aircraft over 75,000 pounds between 10:30 p.m. and 6:30 a.m., and arrivals by all aircraft over 75,000 pounds between 11:00 p.m. and 6:00 a.m. (Page 7-24)**

**Description:** This measure recommends that a mandatory curfew, as outlined above, be established subject to the requirements of Federal Aviation Regulation (FAR) Part 161. The NCP recognizes that the proposed curfew could be adopted only after the completion of an FAR Part 161 Study and, in reference to restrictions on Stage 3 aircraft operations, after the FAA's explicit approval of the Part 161 study and the proposed restriction.

**FAA Action: DISAPPROVED pending submission of additional information and compliance with Part 161.**

As recognized in the NCP, the proposed phase-out of Stage 2 aircraft with certificated gross takeoff weights under 75,000 pounds constitutes an airport noise and access restriction that could only be adopted after full compliance with the Airport Noise and Capacity Act of 1990 (ANCA), 49

USC 47524(b), and 14 CFR Part 161. The completed Part 161 analysis may be submitted for FAA reconsideration of this measure under Part 150.

## **2 - NOISE MITIGATION ELEMENT**

### **1. Continue existing acoustical treatment program for single-family homes. (Page 7-26)**

**Description:** This measure recommends the Airport Authority continue the acoustical treatment program for all single-family homes within the 65 CNEL noise contour based on projected noise for the year 2000 developed in the 1988 Noise Compatibility Study. This measure was previously approved by the FAA as an element of the 1988 NCP.

**FAA Action: APPROVED**

The airport authority may at its discretion continue its acoustical treatment of single family homes that previously were within the 65 CNEL contour for the forecast year 2000 NEM submitted in 1988, but that are now outside of the 65 CNEL contours for the NEMs submitted with this

Part 150 update. Eligibility for federal financial assistance, however, will be limited to those residence located within the 1998 and 2003, 65 CNEL noise contour as shown on Noise Exposure Maps accepted by the FAA on January 31, 2000. Contiguous areas, to ensure neighborhood equity, may also be eligible for Federal financial assistance.

### **2. Expand residential acoustical treatment program to include homes within 65 CNEL contour based on 2003 NEM. (Page 7-27)**

**Description:** This measure recommends that the eligibility area for the residential acoustical treatment program be expanded to include homes within the 65 CNEL noise contour based on the 2003 NEM which are not eligible under the existing acoustical treatment program.

**FAA Action: APPROVED**

### **3. Establish acoustical treatment program for schools and preschools not previously treated within the 65 CNEL contour based on 2003 NEM. (Page 7-28)**

**Description:** This measure recommends the acoustical treatment of two schools and two preschools within the 65 CNEL contour based on the 2003 NEM. The schools include the Roscoe Elementary School, the Dubnoff Center and School, and two preschools on Victory Boulevard. A similar measure was previously approved by the FAA as an element of the 1988 NCP. The subject schools were not included in the original acoustical treatment program.

**FAA Action: APPROVED**

### **4. Offer purchase assurance as an option for homeowners in the acoustical treatment eligibility area. (Page 7-29)**

**Description:** This measure recommends offering homeowners in the acoustical treatment eligibility area the option of a purchase assurance if they were more interested in moving out of the neighborhood than staying in an acoustically treated home. If the airport takes title to the home, it will acoustically treat it and resell it. If the home is in need of substantial repairs, the airport may demolish it and offer the lot for sale for construction of a new home, sale to an abutting property owner, or for development of an airport-compatible use. A similar measure was previously approved by the FAA as an element of the 1988 NCP.

**FAA Action: APPROVED in part.**

Construction of a new home within the 65 CNEL or resale for a noncompatible use is not considered consistent with the purposes of Part 150. This portion of the measure is disapproved.

### **3 - LAND USE PLANNING ELEMENT**

#### **1. Use Baseline 2010 noise contours as basis for noise compatibility planning (Burbank and Los Angeles) (Page 7-31)**

**FAA Action: APPROVED**

This measure recommends that the cities of Burbank and Los Angeles amend their general plans to show the updated noise contours for Burbank-Glendale-Pasadena Airport and that the 2010 noise contours be used as a basis for noise compatibility planning.

**FAA Action: APPROVED**

The Federal government has no authority to control local land use; the local government has the authority to implement this measure.

#### **2. Establish noise compatibility guidelines for the review of development projects within the 65 CNEL contour (Burbank, Los Angeles). (Page 7-31)**

**Description:** This measure recommends that the cities of Burbank and Los Angeles adopt special project review criteria for use in reviewing general plan amendments, planned development, rezoning, special use, conditional use and variance applications to ensure compatible land use.

**FAA Action: APPROVED**

The Federal government has no authority to control local land use; the local government has the authority to implement this measure.

#### **3. Amend Sun Valley-La Tuna Canyon Community Plan to establish infill development standards for noise compatibility (Los Angeles). (Page 7-33)**

**Description:** This measure recommends that the city of Los Angeles establish policies requiring sound insulation and recording of fair disclosure agreements and covenants for new noise-sensitive development within the 65 CNEL noise contour. A similar measure was previously approved by the FAA as an element of the 1988 NCP.

**FAA Action: APPROVED**

The Federal government has no authority to control local land use; the local government has the authority to implement this measure.

#### **4. Amend North Hollywood-Valley Village Community Plan to establish land use policies promoting airport noise compatibility (Los Angeles). (Page 7-33)**

**Description:** This measure recommends that the city of Los Angeles enact policies encouraging incompatible land uses be made compatible, either through sound insulation or land use



conversion, as appropriate. This measure also recommends that the city of Los Angeles enact policies requiring sound insulation and recording of fair disclosure agreements and covenants for new noise-sensitive development within the 65 CNEL noise contour. A similar measure was previously approved by the FAA as an element of the 1988 NCP.

**FAA Action: APPROVED**

The Federal government has no authority to control local land use; the local government has the authority to implement this measure.

**5. Establish airport noise overlay zoning to implement infill development policies of local General Plans (Burbank, Los Angeles). (Page 7-34)**

**Description:** This measure recommends the cities of Burbank and Los Angeles establish airport noise overlay zoning policies. The recommended overlay zoning standards require any new noise sensitive development within the 65 CNEL contour to be treated with sound insulation to achieve noise level reductions of 25 or 30 decibels, depending on the noise contour within which the new development lies. A similar measure was previously approved by the FAA as an element of the 1988 NCP.

**FAA Action: APPROVED**

The Federal government has no authority to control local land use; the local government has the authority to implement this measure.

**6. Amend building codes to establish sound insulation construction standards to implement requirements of State law and infill development policies (Burbank, Los Angeles). (Page 7-35)**

**Description:** This measure recommends the cities of Burbank and Los Angeles consider amending their building codes to establish construction standards to achieve noise level reduction of 25 decibels within the 65 to 70 CNEL contour range and 30 decibels within the 70 and 75 CNEL contours for any new noise-sensitive infill development. A similar measure was previously approved by the FAA as an element of the 1988 NCP.

**FAA Action: APPROVED**

The Federal government has no authority to control local land use; the local government has the authority to implement this measure.

**4 - PROGRAM MANAGEMENT ELEMENTS**

**1. Continue noise abatement information program. (Page 7-36)**

**Description:** This measure recommends the Airport Authority continue use of the noise monitoring and flight track system to investigate violations of the nighttime weight restriction of Stage 2 business jet aircraft, aircraft noise complaints, and provide general information to the public and airport users upon request. This measure also recommends that the airport authority maintain the noise complaint phone number to log aircraft noise complaints and better respond to area residents.

**FAA Action: APPROVED**

For reasons of aviation safety, this approval does not extend to use of the monitoring equipment for enforcement purposes by in situ measurement of any present noise thresholds.

**2. Monitor implementation of updated Noise Compatibility Program. (Page 7-36)**

**Description:** This measure recommends that the Airport Authority monitor implementation and compliance with the Noise Abatement Element of the Noise Compatibility Plan through periodic communications with the FAA Airport Traffic Control Tower, airport users, and planning officials of the cities of Burbank and Los Angeles. This measure also recommends that the Airport Authority develop informational and promotional materials explaining the noise abatement program to pilots.

**FAA Action: APPROVED**

**3. Update Noise Exposure Maps and Noise Compatibility Program. (Page 7-37)**

**Description:** This measure recommends that the Airport Authority review the Noise Exposure Maps and the Noise Compatibility Program and consider revisions and refinements as necessary.

**FAA Action: APPROVED**

**4. Expand noise monitoring system. (Page 7-38)**

**Description:** This measure recommends that the Airport Authority expand the existing noise monitoring system by installing up to three additional permanent noise monitors.

**FAA Action: APPROVED**

For purposes of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds.

**5. Enhance Airport Authority's geographic information system. (Page 7-38)**

**Description:** This measure recommends that the Airport Authority expand its geographic information system to include all areas within the updated noise exposure contours. The geographic information system provides a detailed tool for managing the progress of the acoustical treatment program, tracking new development, and computation of an accurate noise impact area with population counts.

**FAA Action: APPROVED**

**6. Maintain log of nighttime runway use and operations by aircraft type. (Page 7-39)**

**Description:** This measure recommends that the Airport Authority standardize its nighttime operations log recording the date, time, aircraft identification number, aircraft type, operations type, runway used, and weather information for each operation.

**FAA Action: APPROVED**

## Part 150: Records of Approval

### Bob Hope Airport, Burbank, California

Approved on 8/4/04 (Amendment)

#### INTRODUCTION

The Bob Hope Airport (formerly known as the Burbank-Glendale-Pasadena Airport) Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based on the parameters as established in Title 14, Code of Federal Regulations, Part 150, *Airport Noise Compatibility Planning*. The existing NCP includes twelve recommended noise abatement elements, four noise mitigation elements, six-land use planning elements, and six program management elements. The purpose of this revision to the NCP is to add one new land use management measure into this existing NCP.

The approval listed herein includes approval of an action that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that the approval indicates only that the action would, if implemented, be consistent with the purposes of 14 CFR Part 150. The approval does not constitute a decision to implement the proposed action or a commitment by the FAA to provide federal financial assistance for the action. Later decisions concerning possible implementation of the action may be subject to applicable environmental or other procedures or requirements.

This record of approval pertains to the revision item only, and does not in any way change the decisions made by the FAA in the record of approval for the NCP dated November 27, 2000. The following item is identified as Land Use Management Measure Seven, an addition to Land Use Planning Measures, Existing Program Section.

#### LAND USE PLANNING MEASURES

##### **7. Provision for retention of property located in the northeast quadrant of the Airport within the 2003 65 CNEL noise exposure contour.**

**Description:** The primary reason for retaining property impacted by high noise levels is to remove or prevent the development of noise-sensitive land uses on the subject property. The Burbank-Glendale-Pasadena Airport Authority does not have land use planning authority off airport property. Therefore, a potential exists for noise sensitive development to occur on the subject property under the current zoning by the City of Burbank. This measure would ensure future land use compatibility within the 65 CNEL noise contour for Bob Hope Airport.

**FAA Action:** Approved. The subject land was originally acquired from Lockheed-Martin Corporation for a proposed passenger terminal partly on the former Lockheed Martin "B-6" property. The City of Burbank has prevented the Burbank-Glendale-Pasadena Airport Authority from constructing the replacement passenger terminal. This new measure would enable the Burbank-Glendale-Pasadena Airport Authority to retain property impacted by high noise levels to prevent the development of noise-sensitive land uses within the 65 CNEL noise contour and that would jeopardize the long-term viability of the airport. This revision does not affect the noise

contours; increase the number of individuals affected by aircraft noise; delay the implementation of the other elements of the program; or result in an increased cost to the program.



Appendix B

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# STUDY ADVISORY COMMITTEE

**BOB HOPE AIRPORT**  
**2014 STUDY ADVISORY COMMITTEE**

Mr. David Adelman  
Chairman  
Valley Industry and Commerce Association  
5121 Van Nuys Blvd.  
Suite 203  
Sherman Oaks, CA 91403

Mr. Ross Hopkins  
15021 Ventura Blvd., #530  
Sherman Oaks, CA 91403

Mr. Terry Barrie  
Chief Senior Transportation Planner  
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Transportation, Division of Aeronautics  
1120 N Street  
Room 3300  
Sacramento, CA 95814

Mr. Eric Benz  
President  
Burbank Association of Realtors  
2006 West Magnolia Blvd.  
Burbank, CA 91506

Mr. Vincent P. Bertoni, AICP  
Director  
City of Pasadena Planning Department  
175 North Garfield Avenue  
Pasadena, CA 91101

Ms. Stacy Howard  
Regional Representative  
National Business Aviation Association, Inc.  
41695 N. Coyote Road  
Queen Creek, AZ 84150

Mr. Philip Crimmins  
Airport Environmental Specialist  
CEQA + Noise  
Department of Transportation  
Division of Aeronautics MS-40  
P.O. Box 942874  
Sacramento, CA 94274-0001

Mr. Victor Globa  
Environmental Protection Specialist  
FAA, Western-Pacific Region  
15000 Aviation Blvd.  
Lawndale, CA 90261

Mr. Hassan Haghani  
Director  
City of Glendale,  
Community Development  
633 East Broadway  
Room 103  
Glendale, CA 91206

Mr. Carl Johnson  
11137 Wyandotte  
Sun Valley, CA 91352

Ms. Judith Kendall  
President  
Glendale Chamber of Commerce  
701 N. Brand Blvd.  
Suite 120  
Glendale, CA 91205

Mr. Hogan Lee  
President  
City of Los Angeles Quality  
& Productivity Commission  
1747 Barry Avenue #109  
Los Angeles, CA 90025

Mr. Eddie Lovelock  
V.P. Flight Operations  
Earth Star, Inc.  
3000 N. Clybourne Ave.  
Burbank, CA 91505

Mr. Peter Lowry  
Group 3 Aviation, Inc.  
16425 Hart Street  
Van Nuys, CA 91406

Mr. Art Yarnell  
Air Traffic Manager  
Bob Hope Airport Traffic Control Tower  
2821 Hollywood Way  
Burbank, CA 91505

Mr. Gary Olson  
President  
Burbank Chamber of Commerce  
200 W. Magnolia Blvd.  
Burbank, CA 91502

Mr. Patrick Prescott  
Deputy City Planner,  
Planning & Transportation Division  
Community Services Building  
150 North Third Street  
Burbank, CA 91502

Mr. Ron Reynolds  
Manager of Operations  
Million Air Burbank  
2800 N. Clybourn Ave.  
Burbank, CA 91505

Mr. Paul Halter  
Ameriflight, LLC  
4700 Empire Ave.  
Hangar 1  
Burbank, CA 91505

Mr. Jim Randel  
Flight Operations Specialist  
Southwest Airlines  
Box 36611, M.S. HDQ-8FO  
2702 Love Field Drive  
Dallas, TX 75235-1611

Ms. Vicky Williams  
1449 N. Maple St.  
Burbank, CA 91505



Appendix C

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# COORDINATION, CONSULTATION, AND PUBLIC INVOLVEMENT



## **Appendix C**

### **COORDINATION, CONSULTATION, AND PUBLIC INVOLVEMENT**

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As part of the planning process, the public, airport users, and local, state and federal agencies were given the opportunity to review and comment on the 14 Code of Federal Regulations (CFR) Part 150 Noise Compatibility Program (NCP) Revision #2 and supporting documentation. Project materials were made available for local review and discussion throughout the NCP revision process.

Local coordination was primarily conducted through a study committee formed to provide input and feedback on the NCP revision. Known as the Study Advisory Committee (SAC), it included local residents, airport users, community officials, local business representatives, airport traffic control tower staff, and the Federal Aviation Administration. A list of the SAC members is included in **Appendix B**.

The SAC reviewed and commented on the draft NCP Revision#2. Comments from the SAC were received through written comments. The draft NCP Revision #2 material was sent to the SAC on December 27, 2013 with a comment period ending on January 24, 2014. All comments were appropriately incorporated into this document or otherwise addressed.

Study materials were also made available on a project-specific website:  
<http://www.burbankairport.com/noise/noise-issues/part150studyupdate.html>

A public information workshop and public Hearing were held on March 30, 2015. The workshop was structured as an informal open-house, with display boards and information posted throughout the meeting room. This meeting allowed interested participants to acquire information about the Part 150 Study process, the previously accepted Part 150 Noise Exposure Map documentation, and the NCP Revision #2 material. Participants could also ask questions and express concerns. The meetings were also intended to encourage two-way communication between the airport staff, consultants, and local residents.

The public hearing was held immediately after the public information workshop. A short presentation on the NCP revision was provided to the public before the hearing was opened for public comment. A comment period was also provided after the public hearing for the public to submit written comments. The written comment period ended on April 17, 2015.

This appendix includes SAC correspondence and comments, public hearing sign-in sheets, public hearing notices and advertisements, public hearing transcript, and responses to public hearing comments.

**Bob Hope Airport  
14 CFR Part 150 Study  
Noise Compatibility Program Revision #2  
Study Advisory Committee Correspondence**



December 27, 2013

SUBJECT: *Bob Hope Airport Part 150 Noise Compatibility Program Amendment*

Dear Committee Member:

The Burbank-Glendale-Pasadena Airport Authority (Airport) recently completed an update to the Bob Hope Airport Noise Exposure Maps (NEM) based upon the requirements outlined in Title 14 of the Code of Federal Regulations, Part 150. The NEM update was officially accepted by the Federal Aviation Administration (FAA) in accordance with 49 U.S.C. Section 47503 (formerly the *Aviation Safety and Noise Abatement Act of 1979*). The final Bob Hope Airport NEM documentation can be downloaded at the following link:

<http://www.bobhopeairport.com/noise/noise-issues/part150studyupdate.html>

The updated noise exposure contours for Burbank Bob Hope Airport have reduced in size since the noise exposure contours were developed for the 2000 Noise Exposure Map Update. The primary reasons for the smaller contours are the reduced number of aircraft operations and quieter aircraft that serve the airport. Based upon the reduced sized noise exposure contours, FAA is requiring the Airport to amend the residential acoustical treatment program (RATP) eligibility boundary. In addition to amending the RATP eligibility boundary, the Airport has also elected to review and amend (if necessary) other measures from the Noise Compatibility Program (NCP) that have been implemented or are no longer applicable.

We appreciate your continued role on this Study Advisory Committee (SAC). Specifically, your role in the SAC is as follows:

- Resource – The NCP Amendment is very complex. Many of you have access to specialized information and can ensure that it is incorporated into the NCP Amendment.
- Critical Review – We want our work scrutinized closely for accuracy, completeness of detail, clarity of thought, and intellectual honesty. We want you to point out any shortcomings in our work and help us improve it.
- Linkage to the Community – Each member of the SAC represents one or more important constituencies. As a committee member, you bring together the consultant and the people you represent. You can inform your constituents about the NCP Amendment as it progresses, and you can bring the views of others to the Airport.

Your involvement in the NCP Amendment process will consist of reviewing and commenting on the draft NCP Amendment material enclosed with this letter. To keep on schedule, we would like your comments on the Draft NCP Amendment material by January 24, 2014.

We will appreciate your participation in the process and look forward to your input and comments on the NCP Amendment. In the meantime, if you should have any questions about your role on the committee or about the NCP Amendment itself, please do not hesitate to contact me. I can be reached at 818-840-8840.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mark D. Hardyment', with a long horizontal line extending to the right.

Mark D. Hardyment  
Director, Transportation & Environmental Programs

March 3, 2015

Mr. Hassan Haghani  
Director  
City of Glendale, Community Development  
633 East Broadway  
Room 103  
Glendale, CA 91206

SUBJECT: **Bob Hope Airport Part 150 Noise Compatibility Program Revision**

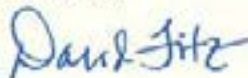
Dear Mr. Haghani:

In December 2013, we sent you a draft version of the Bob Hope Airport Noise Compatibility Plan (NCP) Revision for your review and comment. Since that time, we have completed revisions to the document and finished our initial consultation with the Federal Aviation Administration (FAA). The updated NCP Revision can be downloaded from the Bob Hope Airport website: <http://www.bobhopeairport.com/>.

The FAA has authorized us to proceed to the public hearing phase of the NCP Revision process. The public hearing has been scheduled for Monday, March 30, 2015, from 6:30 p.m. to 7:30 p.m. at the Buena Vista Branch Library, 300 N. Buena Vista Street, in Burbank. A public workshop will be held from 6:00 p.m. to 6:30 p.m. that same day and at the same location prior to the start of the public hearing, in case you would like to review the NCP Revision material and ask questions on a one-on-one basis.

We appreciate your participation in the process and look forward to your continued contribution to the NCP Revision document. In the meantime, if you should have any questions about the NCP Revision or the upcoming public hearing, please do not hesitate to contact me. I can be reached at 800-892-7772.

Sincerely,



David Fitz, AICP  
Principal

**Bob Hope Airport  
14 CFR Part 150 Study  
Noise Compatibility Program Revision #2**

**Study Advisory Committee Comments Received Prior to the  
Public Hearing**

**BOB HOPE AIRPORT**

**Part 150 Noise Compatibility Program Amendment  
Study Advisory Committee Members**

**December 27, 2013**

Attached is the draft Part 150 Noise Compatibility Program Amendment for your review and comment.

**PART 150 NOISE COMPATIBILITY PROGRAM AMENDMENT**

- I have read the Noise Compatibility Program Amendment and have no comments*
- I have read the Noise Compatibility Program Amendment and have the following comments. (Please add extra sheets if necessary.)*

*Please mail this response sheet by January 24, 2014 to:*

**COFFMAN ASSOCIATES, INC.**  
237 N.W. Blue Parkway, Suite 100  
Lee's Summit, Missouri 64063  
Attn: David Fitz, [dflitz@coffmanassociates.com](mailto:dflitz@coffmanassociates.com)

Name: BONNA LANCOR  
Representing: AMERIFLIGHT  
Phone: 818-847-0000 ext. 1501



## BOB HOPE AIRPORT

### Part 150 Noise Compatibility Program Amendment Study Advisory Committee Members

December 27, 2013

Attached is the draft Part 150 Noise Compatibility Program Amendment for your review and comment.

#### PART 150 NOISE COMPATIBILITY PROGRAM AMENDMENT

- I have read the Noise Compatibility Program Amendment and have no comments.
- I have read the Noise Compatibility Program Amendment and have the following comments. (Please add extra sheets if necessary.)

Please mail this response sheet by January 24, 2014 to:

COFFMAN ASSOCIATES, INC.  
237 N.W. Blue Parkway, Suite 100  
Lee's Summit, Missouri 64063  
Attn: David Fitz, [dfitz@coffmanassociates.com](mailto:dfitz@coffmanassociates.com)

Name: Hogan Lee  
Representing: Los Angeles APC Commission  
Phone: 310-254-6126

**BOB HOPE AIRPORT**

**Part 150 Noise Compatibility Program Amendment  
Study Advisory Committee Members**

**December 27, 2013**

Attached is the draft Part 150 Noise Compatibility Program Amendment for your review and comment.

**PART 150 NOISE COMPATIBILITY PROGRAM AMENDMENT**

- I have read the Noise Compatibility Program Amendment and have no comments.
- I have read the Noise Compatibility Program Amendment and have the following comments. (Please add extra sheets if necessary.)

*Please see attached*

*Please mail this response sheet by January 24, 2014 to:*

**COFFMAN ASSOCIATES, INC.**  
237 N.W. Blue Parkway, Suite 100  
Lee's Summit, Missouri 64063  
Attn: David Fitz, [dfitz@coffmanassociates.com](mailto:dfitz@coffmanassociates.com)

Name: David Adelman  
Representing: VTC  
Phone: (818) 817-0545



January 22, 2014

Mark Hardyment  
Director, Transportation & Environmental Programs  
Burbank Glendale Pasadena Airport Authority  
2627 N. Hollywood Way  
Burbank, CA 91505

**SUBJECT: Draft Part 150 Study Noise Compatibility Program Amendment – Comments**

Dear Mr. Hardyment,

I wish to thank you for including VICA on the Study Advisory Committee. As a leading voice in the San Fernando Valley and an advocate for aviation operators, we thoroughly reviewed the Burbank Bob Hope Airport draft Part 150 Noise Compatibility Program Amendment study and have the following comments.

**Noise Abatement Measures**

*Measure 9. Build extension of Taxiway D to promote nighttime general aviation departures on Runway 26*

VICA supports efforts by the airport to promote general aviation. As such, we applaud the 2006 extension of Taxiway D and the resulting increase in general aviation departures. Bearing in mind that this project is completed, we agree with the removal of this measure. We encourage the airport to continue to invest gate measures to attract and retain general aviation operations.

*Measure 11: Phase out operations by all Stage 2 jets.*

VICA opposes the political decision to ban Stage 2 aircraft. However, we recognize that this phase-out is underway in compliance with the *Airport Noise and Capacity Act of 1990* and the *FAA Modernization and Reform Act of 2012*. We agree with the decision to remove this measure from the study, due to its redundancy.

*Measure 12. Establish a mandatory curfew on departures by all Stage 2 aircraft between 10:00 p.m. and 7:00 a.m., departure by all aircraft over 75,000 pounds between 10:30 p.m. and 6:30 a.m., and arrivals by all aircraft over 75,000 pounds between 11:00 p.m. and 6:00 a.m.*

VICA opposes the imposition of a mandatory nighttime curfew for aviation operations in the San Fernando Valley. We concur with the FAA conclusion in response to the airport's 2006 Part 150 study that a curfew on aircrafts over 75,000 pounds is not justified. We recognize that the Authority has chosen to voluntarily impose this curfew. We wish to be clear that this decision should have no bearing on other Part 150 studies or create precedence for imposing such a curfew at other Valley airports.

We agree with the decision to remove the curfew on Stage 2 jets, due its redundancy in light of the 2015 phase-out deadline in the *FAA Modernization and Reform Act of 2012*.

**Noise Mitigation Measures**

*Measures 2 and 3*

VICA applauds the measures that the airport has taken to mitigate noise through the residential acoustical treatment program. We agree with the updating of this measure to be based on the 2017 Noise Exposure Maps. The airport has taken great strides over the past decade to be a quality community partner. We further applaud that the airport has conducted this program through FAA grants and its capital and operating budget, rather than shifting the costs to operators.

***Land Use Management Measures  
Measures 1-6***

VICA strongly supports municipal control for land use planning. Therefore, we agree with the removal of these measures, as the airport does not have control over the land use planning authority of the cities of Burbank and Los Angeles. We encourage the airport to remain engaged with the extensive land use mechanisms in these cities, as well as at the state level.

***Program Management Measures  
Measures 4 and 5***

VICA applauds the airport's successful noise monitoring and geographic information systems. We agree with the decision to remove these unnecessary measures. We encourage the airport to continue to upgrade these systems according to staff needs, technological advances and FAA Residential Acoustic Treatment Program funding availability.

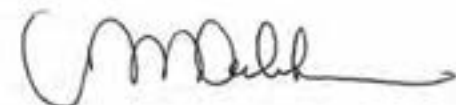
***New Measures  
Measures 1 and 2 (Noise Mitigation)***

VICA supports the expansion of the airport's noise mitigation measures to include multi-family dwelling units and a purchase aviation easement program. Once again, we appreciate the efforts of the airport to continue improving its relationship with the surrounding community. We encourage the airport to continue to seek FAA grants and other sources to fund these programs, rather than increasing lease costs for operators.

As we have said before, none of these measures should provide a nexus for imposing additional mandates on other Valley airports or those in the greater Los Angeles area. VICA applauds the airport's efforts to find mutually-beneficial solutions to its unique community concerns, but these decisions should have no bearing on decisions by other airports.

Overall, I wish to thank airport staff and the consultants for an excellent amendment process, including extensive community outreach. VICA appreciates your regular presentations at our Aviation and Transportation committees, including discussion of this study. We look forward to the airport's continued presence in the San Fernando Valley and encourage the airport to remain a committed community partner.

Sincerely,



David Axelman  
Immediate Past Chair

# BOB HOPE AIRPORT

## Part 150 Noise Compatibility Program Amendment Study Advisory Committee Members

December 27, 2013

Attached is the draft Part 150 Noise Compatibility Program Amendment for your review and comment.

### PART 150 NOISE COMPATIBILITY PROGRAM AMENDMENT

- I have read the Noise Compatibility Program Amendment and have no comments.
- I have read the Noise Compatibility Program Amendment and have the following comments. (Please add extra sheets if necessary.)



**Gary Olson**  
President - CEO  
golson@burbankchamber.org

200 W. Magnolia Blvd  
Burbank, CA 91502  
Tel: 818-846-3111  
Fax: 818-846-0109  
www.burbankchamber.org

Please mail this response sheet by January 24, 2014 to:

COFFMAN ASSOCIATES, INC.  
237 N.W. Blue Parkway, Suite 100  
Lee's Summit, Missouri 64163  
Attn: David Fitz, [dfitz@coffmanassociates.com](mailto:dfitz@coffmanassociates.com)

Name: GARY OLSON  
Representing: BURBANK Chamber of Commerce  
Phone: 818-846-3111

**BOB HOPE AIRPORT**

**Part 150 Noise Compatibility Program Amendment  
Study Advisory Committee Members**

**December 27, 2013**

Attached is the draft Part 150 Noise Compatibility Program Amendment for your review and comment.

**PART 150 NOISE COMPATIBILITY PROGRAM AMENDMENT**



*I have read the Noise Compatibility Program Amendment and have no comments.*



*I have read the Noise Compatibility Program Amendment and have the following comments. (Please add extra sheets if necessary.)*

*Please mail this response sheet by January 24, 2014 to:*

**COFFMAN ASSOCIATES, INC.  
237 N.W. Blue Parkway, Suite 100  
Lee's Summit, Missouri 64063  
Attn: David Fitz, [dfitz@coffmanassociates.com](mailto:dfitz@coffmanassociates.com)**

Name: Vicky Williams  
Representing: Homeowners  
Phone: 818/426-3443

David Fitz

---

**From:** Prescott, Patrick <PPrescott@northbankra.gov>  
**Sent:** Monday, February 3, 2014 7:54 PM  
**To:** David Fitz  
**Cc:** Mark Hurdymen (MHARDYMLN1@bur.com)  
**Subject:** Comments on Draft Part 150 NCP Amendment  
**Attachments:** Comments on Draft Part 150 NCP Amendment.docx

These are the City's comments on the Part 150 NCP Amendment

Patrick

## Comments on Draft Part 150 NCP Amendment

### *Noise Abatement Measures*

**Measure 9** No comments

**Measure 11** Since the federal phase out of the remaining stage 2 aircraft does not occur until December 31, 2015, this measure should be retained through that date. It should not be removed from the program since it remains effective for almost two more years.

**Measure 12** Since the federal phase out of the remaining stage 2 aircraft does not occur until December 31, 2015, this measure should be retained through that date. It should not be removed from the program since it remains effective for almost two more years.

While the Authority was not successful in securing a mandatory curfew through the FAR Part 161 process, the Authority's policy is to continue to support efforts by the City of Burbank to secure a curfew through legislative means. Measure 12 should be revised to state that securing a curfew remains the Authority's policy but that the current focus of efforts is on legislatively-mandated curfew.

### *Noise Mitigation Measures*

**Measure 2** No comments, though the text should also refer to FAA policies on residential sound attenuation as set forth in FAA PGL 2-09 (August 2012) which is considerably more detailed than the amended version of FAA Order 5100.38C.

**Measure 3** No comments

### *Land Use Management Measures*

**Measure 1** This measure should not be removed but reworded to replace the phrase "use baseline 2010 noise contours" with "Recommend that local land use jurisdictions use baseline 2017 noise contours..."

**Measures 2, 3, 4**

These measures should not be removed but the language should be revised to make it clear that implementation is the responsibility of local land use jurisdictions. Language in these measures should be revised to state "Recommend establishment of" instead of "establish" or "Recommend amendment of" instead of "amend."

**Measure 5** No comments

### *Program Management Measure*

**Measure 4** Reference to expansion of the noise monitoring system should be replaced with language that calls for maintaining the existing system.



**Measure 5** No comments

***New Measures***

**New Measure 1** No comments, though it would be useful to refer to FAA PSL 12-09 here as above. It also should be made clear that the FAA estimate of \$2500 per dwelling unit for purchase of an aviation easement is just an estimate and is not a ceiling on such payments.

**Bob Hope Airport  
14 CFR Part 150 Study  
Noise Compatibility Program Revision #2  
Public Hearing Notices and Articles**

# Pasadena Star-News

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SUITE 311  
ENCINO CA 91316

## PROOF OF PUBLICATION (2015.5 C.C.P.)

### STATE OF CALIFORNIA County of Los Angeles

I am a citizen of the United States, and a resident of the county aforesaid, I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of PASADENA STAR-NEWS, a newspaper of general circulation which has been adjudicated as a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, on the date of June 22, 1927, Case Number 225647. The notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

**2/26/2015**

I declare under the penalty of perjury that the foregoing is true and correct.

Executed at West Covina, LA Co. California  
On this 23th day of April, 2015.



Signature

(Space below for use of County Clerk Only)

Legal No. **0010635299**

#### NOTICE OF PUBLIC HEARING

**NOTICE IS HEREBY GIVEN** for a public hearing to be held by the Burbank-Glendale-Pasadena Airport Authority to receive testimony on revisions to the Bob Hope Airport, Title 14 Code of Federal Regulations (CFR) Part 150 Noise Compatibility Program (NCP). The public hearing has been scheduled for:

**DATE:** Monday, March 30, 2015  
**TIME:** 6:00 p.m. to 6:30 p.m. for the workshop and 6:30 p.m. to 8:00 p.m. for the public hearing  
**LOCATION:** Buena Vista Branch Library  
300 N. Buena Vista Street  
Burbank, CA 91505

The Burbank-Glendale-Pasadena Airport Authority is in the process of finalizing revisions to Bob Hope Airport Part 150 NCP. The updated noise exposure contours for Bob Hope Airport have reduced in size since the noise exposure contours were developed for the 2000 Noise Exposure Map Update. The primary reasons for the smaller contours are the reduced number of aircraft operations and quieter aircraft that now serve the airport. Based upon the reduced size noise exposure contours, FAA is requiring the Airport to revise the residential acoustical treatment program (RATP) eligibility boundary. In addition to revising the RATP eligibility boundary, the Airport has also elected to review and revise other measures from the NCP that have been implemented or are no longer applicable.

Copies of the revisions to the Part 150 Noise Compatibility Program for Bob Hope Airport are available for reference at the Airport Administrative Office at the address listed below. The Part 150 document can also be viewed at <http://www.burbankairport.com/noise/noise-issues/part150studyupdate.html>.

All interested persons are invited to attend the public hearing. Prior to the hearing, there will be a time when the public can view displays and interact with the project team from 6:00 p.m. to 6:30 p.m. Those desiring to testify on the Part 150 NCP may register prior to the public hearing at the hearing site and are encouraged to submit one copy of their testimony.

Attendance at the public hearing is not a prerequisite for submission of testimony. Written testimony, which is received by the Burbank-Glendale-Pasadena Airport Authority at the address listed below by April 17, 2015, will be included with the transcripts of the hearing and will be considered in the evaluation of the program.

Published: Feb 24, 2015  
Pasadena Star NewsAd#635299

Legal Notice Legal Notice Legal Notice

NOTICE IS HEREBY GIVEN for a public hearing to be held by the Burbank-Glendale-Pasadena Airport Authority to receive testimony on revisions to the Bob Hope Airport Title 150 Noise Compatibility Program (NCP) Part 150 Noise Compatibility Program (NCP). The public hearing has been scheduled for: DATE: Monday, March 30, 2015 6:00 p.m. to 8:00 p.m. for the workshop and 8:30 p.m. to 10:00 p.m. for the public hearing. LOCATION: Buena Vista Branch Library 300 S. Buena Vista Street Burbank, CA 91505

The Burbank-Glendale-Pasadena Airport Authority is in the process of finalizing revisions to Bob Hope Airport Part 150 NCP. The updated noise exposure contours for Bob Hope Airport have reduced in size since the noise exposure map developed for the 2000 Noise Exposure Map Update. The primary reasons for the smaller contours are the reduced number of aircraft operations and quieter aircraft that now serve the airport. Based upon the reduced size noise exposure contours, the Airport has also elected to revise the residential acoustical treatment program (RATP) eligibility boundary, the Airport has also elected to review and revise other measures from the NCP that have been implemented or are no longer applicable.

Copies of the revisions to the Part 150 Noise Compatibility Program for Bob Hope Airport are available for reference at the Airport Administration Office at the address listed below. The Part 150 document can also be viewed at http://www.burbankairport.com/noise/noise-issues/part150update.html.

All interested persons are invited to attend the public hearing. Prior to the hearing, there will be a time when the public can view displays and interact with the project team from 6:00 p.m. to 6:30 p.m. Those desiring to testify on the Part 150 NCP may register prior to the public hearing at the hearing site and are encouraged to submit one copy of their testimony.

Attendance at the public hearing is not a prerequisite for submission of testimony. Any testimony submitted is received by the Burbank-Glendale-Pasadena Airport Authority and will be included with the transcripts of the hearing and will be considered in the evolution of the program.

Published: Feb 26, 2015 Pasadena Star News Ad#632299 T.S. No. 14-31316 APN: 5719-022-051

NOTICE OF TRUSTEE'S SALE YOU ARE IN DEFAULT UNDER A DEED OF TRUST DATED 02/22/2005. UNLESS YOU TAKE ACTION TO PROTECT YOUR PROPERTY, IT MAY BE SOLD AT A PUBLIC SALE. IF YOU NEED AN EXPLANATION OF THE NATURE OF THE PROCEEDING AGAINST YOU, YOU SHOULD CONTACT A LAWYER. A public auction sale to the highest bidder for cash, cashier's check drawn on a state or federal credit union, or a check drawn by a state or federal savings and loan association, or savings bank specified in Section 5102 of the Financial Code and authorized to do business in this state will be held by the undersigned Trustee, Leticia Hughes, at the office of the Recorder of Los Angeles County, California, at 400 Civic Center Plaza, Pomona, CA 91766. Amount of unpaid balance and other charges: \$145,156.00. The purchaser, property address is: 2692 FAIR OAKS AVE ALTADENA, CA 91001 Assessor's Parcel No. 38333330000. NOTICE TO POTENTIAL BIDDERS: If you are considering bidding on this property, you should understand that there are risks involved in bidding at a trustee auction. You will be bidding on a lien, not on the property itself. Placing the highest bid at a trustee auction does not automatically entitle you to free and clear ownership of the property. You should also be aware that the lien being auctioned off may be a junior lien. If you are the highest bidder at a trustee auction, you are responsible for paying off all liens senior to the lien being auctioned off, before you can receive clear title to the property. You are encouraged to investigate the existence, priority, and size of outstanding liens that may exist on this property by contacting the county recorder's office or a title insurance company, either of which may charge you a fee for this information. If you consult either of these resources, you should be aware that the same lender may hold more than one mortgage or deed of trust on the property. NOTICE TO PROPERTY OWNER: The sale date shown on this notice of sale may be postponed one or more times by the mortgagee, beneficiary, trustee, or a court, pursuant to Section 2924g of the California Civil Code. The law requires that information about trustee sale postponements be made available to you and to the public, as a courtesy to those not present at the sale. If you wish to learn whether your sale date has been postponed, and if applicable, the rescheduled time and date for the sale of this property, you may call 714-730-2727 or visit this Internet Web site www.servicelinka.com, using the file number assigned to this case CA-14-1433-CS. Information about postponements that are very short in duration or that occur close in time to the scheduled sale may not immediately be reflected in the telephone information or on the Internet Web site. The best way to verify postponement information is to attend the scheduled sale. The undersigned Trustee disclaims any liability for any incorrectness of the property address or other common designation, if any, shown herein. If no street address or other common designation is shown, directions to the location of the property may be obtained by sending a written request to the beneficiary within 10 days of the date of first publication of this Notice of Sale.

Trustee: CHRISTOPHER P. ALLEN, A SINGLE MAN AND LETICIA HUGHES, AN UNMARRIED WOMAN. Duly Appointed Trustee: LAW OFFICES OF LES ZIEVE, Deed of Trust recorded 4/7/2005 as Instrument No. 02127599 in book 38333 in the office of the Recorder of Los Angeles County, California. Date of Sale: 3/6/2015 at 11:00 AM. Place of Sale: By the fountain located at 400 Civic Center Plaza, Pomona, CA 91766. Estimated amount of unpaid balance and other charges: \$476,274.00. Note: Because the Beneficiary reserves the right to bid less than the total debt owed, it is possible that at the time of the sale the opening bid may be less than the total debt owed.

Street Address or other common designation of real property: 956 Jane Place Pasadena, California 91105 Described as follows: As more fully described on said Deed of Trust.

A.P.N.# : 5719-022-051 The undersigned Trustee disclaims any liability for any incorrectness of the street address or other common designation, if any, shown above. If no street address or other common designation is shown, directions to the location of the property may be obtained by sending a written request to the beneficiary within 10 days of the date of first publication of this Notice of Sale.

NOTICE TO POTENTIAL BIDDERS: If you are considering bidding on this property, you should understand that there are risks involved in bidding at a trustee auction. You will be bidding on a lien, not on the property itself. Placing the highest bid at a trustee auction does not automatically entitle you to free and clear ownership of the property. You should also be aware that the lien being auctioned off may be a junior lien. If you are the highest bidder at a trustee auction, you are responsible for paying off all liens senior to the lien being auctioned off, before you can receive clear title to the property. You are encouraged to investigate the existence, priority, and size of outstanding liens that may exist on this property by contacting the county recorder's office or a title insurance company, either of which may charge you a fee for this information. If you consult either of these resources, you should be aware that the same lender may hold more than one mortgage or deed of trust on the property.

NOTICE TO PROPERTY OWNER: The sale date shown on this notice of sale may be postponed one or more times by the mortgagee, beneficiary, trustee, or a court, pursuant to Section 2924g of the California Civil Code. The law requires that information about trustee sale postponements be made available to you and to the public, as a courtesy to those not present at the sale. If you wish to learn whether your sale date has been postponed, and if applicable, the rescheduled time and date for the sale of this property, you may call (714) 848-9272 or visit this Internet Web site www.servicelinka.com, using the file number assigned to this case 14-31316. Information about postponements that are very short in duration or that occur close in time to the scheduled sale may not immediately be reflected in the telephone information or on the Internet Web site. The best way to verify postponement information is to attend the scheduled sale.

Dated: 2/9/2015 Law Offices of Les Zieve, as Trustee 30 Corporate Park, Suite 450 Irvine, CA 92618 For Non-Automated Sale Information, call: (714) 848-9272 or visit this Internet Web site: www.elitpostandpub.com (714) 848-9272 www.elitpostandpub.com

Natalie Franklin, Trustee Sale Officer THIS FIRM IS ATTEMPTING TO COLLECT A DEBT AND ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE. EPP 11/63/212, 219, 226/2015. Pasadena Star News 2/26/2015 Ad#630294

Legal Notice Legal Notice

NOTICE OF TRUSTEE'S SALE T.S. No. 9531-1435 TSG Order No.: 02/18/2015 CAVOI AT 1: 5730-0207 NOTICE OF TRUSTEE'S SALE YOU ARE IN DEFAULT UNDER A DEED OF TRUST DATED 11/20/09. UNLESS YOU TAKE ACTION TO PROTECT YOUR PROPERTY, IT MAY BE SOLD AT A PUBLIC SALE. IF YOU NEED AN EXPLANATION OF THE NATURE OF THE PROCEEDING AGAINST YOU, YOU SHOULD CONTACT A LAWYER. A public auction sale to the highest bidder for cash, cashier's check drawn on a state or federal credit union, or a check drawn by a state or federal savings and loan association, or savings bank specified in Section 5102 of the Financial Code and authorized to do business in this state will be held by the undersigned Trustee, Leticia Hughes, at the office of the Recorder of Los Angeles County, California, at 400 Civic Center Plaza, Pomona, CA 91766. Amount of unpaid balance and other charges: \$145,156.00. The purchaser, property address is: 2692 FAIR OAKS AVE ALTADENA, CA 91001 Assessor's Parcel No. 38333330000. NOTICE TO POTENTIAL BIDDERS: If you are considering bidding on this property, you should understand that there are risks involved in bidding at a trustee auction. You will be bidding on a lien, not on the property itself. Placing the highest bid at a trustee auction does not automatically entitle you to free and clear ownership of the property. You should also be aware that the lien being auctioned off may be a junior lien. If you are the highest bidder at a trustee auction, you are responsible for paying off all liens senior to the lien being auctioned off, before you can receive clear title to the property. You are encouraged to investigate the existence, priority, and size of outstanding liens that may exist on this property by contacting the county recorder's office or a title insurance company, either of which may charge you a fee for this information. If you consult either of these resources, you should be aware that the same lender may hold more than one mortgage or deed of trust on the property. NOTICE TO PROPERTY OWNER: The sale date shown on this notice of sale may be postponed one or more times by the mortgagee, beneficiary, trustee, or a court, pursuant to Section 2924g of the California Civil Code. The law requires that information about trustee sale postponements be made available to you and to the public, as a courtesy to those not present at the sale. If you wish to learn whether your sale date has been postponed, and if applicable, the rescheduled time and date for the sale of this property, you may call 714-730-2727 or visit this Internet Web site www.servicelinka.com, using the file number assigned to this case CA-14-1433-CS. Information about postponements that are very short in duration or that occur close in time to the scheduled sale may not immediately be reflected in the telephone information or on the Internet Web site. The best way to verify postponement information is to attend the scheduled sale. The undersigned Trustee disclaims any liability for any incorrectness of the property address or other common designation, if any, shown herein. If no street address or other common designation is shown, directions to the location of the property may be obtained by sending a written request to the beneficiary within 10 days of the date of first publication of this Notice of Sale. If the Trustee is unable to convey title for any reason, the successful bidder's sole and exclusive remedy shall be the return of monies paid to the Trustee, and the successful bidder shall have no further recourse. If the sale is set aside for any reason, the Purchaser of the sale shall be entitled only to a return of the deposit paid. The Purchaser shall have no further recourse against the Mortgagee, the Mortgagee's Attorney, or the Mortgagee's Attorney-in-Fact. Date: 02/20/2015 SUMMIT MANAGEMENT COMPANY, LLC 16745 W. Bernardo Dr., Ste. 100 San Diego, CA 92127 (619) 248-6279 For NON SALE information only Sale Line: 714-730-2727 or Login to: www.servicelinka.com Reinstatement Line: (866) 248-2679 CINDI STEWART, Trustee Sale Officer If you have previously been discharged through bankruptcy, you may have been released of personal liability for this loan in which case this letter is intended to exercise the note holder's rights against the real property only. THIS NOTICE IS SENT FOR THE PURPOSE OF COLLECTING A DEBT AND ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE. As required by law, you are hereby notified that a negative credit report reflecting on your credit record may be submitted to a credit report agency if you fail to fulfill the terms of your credit obligations. A-4508452 02/12/2015, 02/19/2015, 02/26/2015 PSN#062572 2/12/15, 2/19/15, 2/26/15

Legal Notice Legal Notice

T.S. No. 9531-1435 TSG Order No.: 02/18/2015 CAVOI AT 1: 5730-0207 NOTICE OF TRUSTEE'S SALE YOU ARE IN DEFAULT UNDER A DEED OF TRUST DATED 11/20/09. UNLESS YOU TAKE ACTION TO PROTECT YOUR PROPERTY, IT MAY BE SOLD AT A PUBLIC SALE. IF YOU NEED AN EXPLANATION OF THE NATURE OF THE PROCEEDING AGAINST YOU, YOU SHOULD CONTACT A LAWYER. A public auction sale to the highest bidder for cash, cashier's check drawn on a state or federal credit union, or a check drawn by a state or federal savings and loan association, or savings bank specified in Section 5102 of the Financial Code and authorized to do business in this state will be held by the undersigned Trustee, Leticia Hughes, at the office of the Recorder of Los Angeles County, California, at 400 Civic Center Plaza, Pomona, CA 91766. Amount of unpaid balance and other charges: \$145,156.00. The purchaser, property address is: 2692 FAIR OAKS AVE ALTADENA, CA 91001 Assessor's Parcel No. 38333330000. NOTICE TO POTENTIAL BIDDERS: If you are considering bidding on this property, you should understand that there are risks involved in bidding at a trustee auction. You will be bidding on a lien, not on the property itself. Placing the highest bid at a trustee auction does not automatically entitle you to free and clear ownership of the property. You should also be aware that the lien being auctioned off may be a junior lien. If you are the highest bidder at a trustee auction, you are responsible for paying off all liens senior to the lien being auctioned off, before you can receive clear title to the property. You are encouraged to investigate the existence, priority, and size of outstanding liens that may exist on this property by contacting the county recorder's office or a title insurance company, either of which may charge you a fee for this information. If you consult either of these resources, you should be aware that the same lender may hold more than one mortgage or deed of trust on the property. NOTICE TO PROPERTY OWNER: The sale date shown on this notice of sale may be postponed one or more times by the mortgagee, beneficiary, trustee, or a court, pursuant to Section 2924g of the California Civil Code. The law requires that information about trustee sale postponements be made available to you and to the public, as a courtesy to those not present at the sale. If you wish to learn whether your sale date has been postponed, and if applicable, the rescheduled time and date for the sale of this property, you may call 714-730-2727 or visit this Internet Web site www.servicelinka.com, using the file number assigned to this case CA-14-1433-CS. Information about postponements that are very short in duration or that occur close in time to the scheduled sale may not immediately be reflected in the telephone information or on the Internet Web site. The best way to verify postponement information is to attend the scheduled sale. The undersigned Trustee disclaims any liability for any incorrectness of the property address or other common designation, if any, shown herein. If no street address or other common designation is shown, directions to the location of the property may be obtained by sending a written request to the beneficiary within 10 days of the date of first publication of this Notice of Sale. If the Trustee is unable to convey title for any reason, the successful bidder's sole and exclusive remedy shall be the return of monies paid to the Trustee, and the successful bidder shall have no further recourse. If the sale is set aside for any reason, the Purchaser of the sale shall be entitled only to a return of the deposit paid. The Purchaser shall have no further recourse against the Mortgagee, the Mortgagee's Attorney, or the Mortgagee's Attorney-in-Fact. Date: 02/20/2015 SUMMIT MANAGEMENT COMPANY, LLC 16745 W. Bernardo Dr., Ste. 100 San Diego, CA 92127 (619) 248-6279 For NON SALE information only Sale Line: 714-730-2727 or Login to: www.servicelinka.com Reinstatement Line: (866) 248-2679 CINDI STEWART, Trustee Sale Officer If you have previously been discharged through bankruptcy, you may have been released of personal liability for this loan in which case this letter is intended to exercise the note holder's rights against the real property only. THIS NOTICE IS SENT FOR THE PURPOSE OF COLLECTING A DEBT AND ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE. As required by law, you are hereby notified that a negative credit report reflecting on your credit record may be submitted to a credit report agency if you fail to fulfill the terms of your credit obligations. A-4508452 02/12/2015, 02/19/2015, 02/26/2015 PSN#062572 2/12/15, 2/19/15, 2/26/15

02/18/2015 02/26/2015, 03/05/2015 Pasadena Star News Ad#632726

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STATE OF CALIFORNIA        )  
COUNTY OF LOS ANGELES    )

I, Stephen F. Polzin, declare:

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the action for which the attached notice was published. I am a principal clerk of the **GLENDALE NEWS-PRESS**, which was adjudged a newspaper of general circulation on March 1, 1934 for the City of Glendale, County of Los Angeles, and State of California. Attached to this Affidavit is a true and complete copy as was printed and published on the following date(s):

**THURSDAY; MARCH 26, 2015**  
**SATURDAY; MARCH 28, 2015**

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

DATED at Los Angeles, California  
on this 20 day of April, 2015.

Stephen F. Polzin  
[signature]

A notary public or other officer completing this certificate verifies only the identity of the individual, who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California  
County of LOS ANGELES

Subscribed and sworn to (or affirmed) before me on this  
20<sup>th</sup> day of April, 2015 by  
Date Month Year



## STUDIO

From A1

programming," said city spokesman Tom Lorenz. "With that said, others are envious that DreamWorks has a home in Glendale."

DreamWorks Animation is only releasing one movie this year, "Home," and, during the conference call, Chief Executive Officer Jeffrey Katzenberg said 2015 will be a "break-even" year.

However, looking ahead he said several titles will be released annually in the future.

"Finally, I think we've got six movies coming in '16, '17 and '18 that have enormous, enormous potential to them and I love them," Katzenberg said. "And I think they're going to be great successes for us."

arin.mikailian@latimes.com

As part of a restructuring effort, DreamWorks Animation SKG has sold its 13-acre campus in Glendale and plans to lease it back from the buyer.

File Photo



## CALENDAR

From A2

about Camp Fox e-mail Ray at rcaldwell@glenymca.org or for Day Camp or Mireh at mpelrosian@glenymca.org.

**Wild West Storytime from 10:30 to 11:30 a.m. at Once Upon a Time Bookstore, 2207 Honolulu Ave., with author and illustrators Lane Smith and Bob Shea, who wrote the award-winning picture book "Kid Sheriff and the Terrible Loads." Wear your best cowboy/girl outfit to a fun storytime, with a craft, treats and fun. For ages 3 to 7. Visit shponceuponatime.com.**

Client Name: Advertiser: Section/Page/Zone: GLENDALENP/A005/GNP Description: Ad Number: Insertion Number: Size: Color Type: Publication Date: 02/26/2015

This electronic tearsheet confirms the ad appeared in the Los Angeles Times on the date and page indicated. You may not create derivative works, or in any way exploit or repurpose any content.

## Don Mazen dies at 86

BY CAROL CORMACI

Former reporter, editor and author was active in local politics for many years.

Don Mazen, a longtime news reporter and former associate editor of the La Cañada Valley Sun who also wrote columns for the Foothill Leader and the La Cañada Flintridge Outlook, died Feb. 21 of cancer, according to his family. He was 86.

The Glendale resident, who in retirement penned three books, was known for his interest in politics — often submitting letters to the editor to express his views — and for his desire to share his interest in local history with others.

"I am sorry to see him go," said Melissa Patton, executive director of Lanterman House museum, which sells in its visitor's center two of his titles, "The History of La Cañada Flintridge" and "Fond, Lasting Remembrances of La Cañada Flintridge."

Patton said Mazen's most significant contribution was in documenting, primarily through his newspaper articles and columns, the recent history and current events of La Cañada. "This is something so important that so few do. No one will understand anything 100 years from now if

the events and important movers of yesterday and today are not documented in some way," she said.

Mazen began working in the newspaper industry as a copy boy and cub reporter at the Los Angeles Mirror. In 1958 he was hired as a reporter-photographer by former Valley Sun publisher Joe DuPlain. He remained with the La Cañada publication and increased his duties there, later taking on

## Obituary

the assignment of associate editor. "When I first came to the Valley Sun 30-some years ago, Don Mazen was the only other writer besides Joe DuPlain," society columnist Jane Napier Neely recalled this week. "Don quickly took on the role as my mentor as he carefully guided me along the path of journalism. It was quickly evident that Don truly loved his job and took the reporting of La Cañada news very seriously. He was a reporter in every sense of the word and he leaves a proud legacy."

Mazen left the Valley Sun in 1997 and began writing columns for the Foothill Leader, then a publication of Times Community News.



Don Mazen

In 2000, Mazen began writing a column for the Outlook, and later produced occasional articles for the Valley Sun until he retired permanently.

During his retirement, Mazen enjoyed participating in senior programs offered by Glendale Community College. In 2009, he joined the Vanguardians, a Glendale political watchdog organization.

Mazen is survived by a son, Brian; a sister, Margaret Dees and four grandchildren. He was predeceased by son Kevin.

At his request, no services will be held.

carol.cormaci@latimes.com

Donald A. Mazen, who covered news in La Canada Flintridge for 47 years and authored an historical book on the community as well as a modern day edition of LCF, has died. He passed away of sarcoma cancer of the head on Saturday, February 21, 2015 at the age of 86. He coped with several other ailments besides his cancer, including a chronic dizziness and a hearing impairment. He also wrote a third book.

At his request, there will be no funeral. He will be cremated with his ashes scattered at one of his favorite locations in the community.

Mazen, born and attending public school in Los Angeles, was a reporter, photographer and later editor and columnist for the La Canada Valley Sun spanning 39 years, starting in 1958 and leaving in 1997 to join the Foothill Leader for three years. He ended his 50-year newspaper career in 2005 after spending five years at the LCF Outlook as a columnist. But he continued to write after that when he became editor of The Bugle, a monthly publication of American Legion Post 288 in La Crescenta, in 2008. He started his career in the 1950s as a copyboy and cub reporter for three years at the Los Angeles Mirror, a former tabloid publication, which was introduced by the Times-Mirror Co.

During his time at the Valley Sun, he covered such significant events in the community as the unification of the La Canada School District in 1960, educating students from kindergarten through 12th grade; the successful election in 1976 to incorporate La Canada Flintridge; and the opening of the new Crescenta Valley Sheriff's Station in 1974.

His travels to the Soviet Union in 1983 with Councilman Ed Krause were chronicled in three editions of the Valley Sun. This adventure kicked off an interest in visiting other countries. Australia and New Zealand were his favorites. He also went to Finland, Kenya Africa and Turkey.

Thinking of himself fortunate to work in such a fine community as La Canada Flintridge, Mazen epitomized an objective, accurate news writer and came into that field with a strong and helpful spelling background.

He graduated in 1945 from Washington High School in South L.A. where he was sports editor of the student newspaper and recipient of the top Alumni Award upon graduating in a class of 400. He was also an outfielder on the varsity baseball team.

He joined the U.S. Army in 1946 and served two years,



including a year with occupation forces in Japan. He was assigned to a field artillery outfit in the First Cavalry Division there and edited a battalion news publication.

After his army discharge, Mazen enrolled at Pepperdine College in Los Angeles in 1948, had to drop out after three years, but returned to graduate in 1958. He was a sports editor of the college newspaper, The Graphic, and honored as a member of Who's Who Among Students in U.S. Colleges and Universities.

A dedicated Christian since he was 15 and a music lover, Mazen initially joined Messiah Lutheran Church in South L.A. where he was baptized. He sang in the choir as a tenor, taught Sunday School and was elected to the Church Council, serving as President one year.

Moving to La Crescenta after his marriage, Mazen joined Mt. Olive Lutheran in 1963 where he kept busy, singing and soloing in the choir, teaching Sunday School and serving on the Church Council. He was active for 50 years there until health problems.

In retirement, Mazen moved his activities to Glendale Community College and its expanded senior program. He was a regular in the free classes, attending two, including Contemporary World Affairs where current events and American politics were the prime subjects. He also played a major role in Encore, a program inviting guest speakers from a variety of fields and occupations, where he was active on the Program-Curriculum Committee. He was elected Encore President for a two-year term in 2010 but had to step down after a year because of health reasons. Encore disbanded in 2012 after a 12-year run.

Always interested in politics, he joined Vanguardians in 2009, a Glendale watchdog group addressing Glendale City Council issues.

He was also on the board and one-time chairman of Verdugo Manor Association in Glendale where he resided. And he sponsored a 14-year-old boy in Kenya Africa. He was also a member of American Legion Post 288 in La Crescenta and edited its monthly publication for six years.

Mazen was married to the former Patricia Dean for 20 years before a divorce. They had two sons, Kevin (now deceased), a store manager for Ralphs and later a store manager at Sport Chalet; and Brian, a corporate attorney of Rancho Palos Verdes. Also surviving Mazen are a sister, Margaret Dees of Ventura, and four grandchildren.

MHARDYMENT@bur.org

The meeting location is disability accessible. Should you need additional assistance for other disabilities (for example, sign language interpretation and large type print), please contact Mark Hardyment at (818) 840-8840 prior to the public hearing.

## NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN for a public hearing to be held by the Burbank-Glendale-Pasadena Airport Authority to receive testimony on revisions to the Bob Hope Airport, Title 14 Code of Federal Regulations (CFR) Part 150 Noise Compatibility Program (NCP). The public hearing has been scheduled for:

DATE: Monday, March 30, 2015  
TIME: 6:00 p.m. to 8:30 p.m. for the workshop and 6:30 p.m. to 8:00 p.m. for the public hearing  
LOCATION: Buena Vista Branch Library  
300 N. Buena Vista Street  
Burbank, CA 91505

The Burbank-Glendale-Pasadena Airport Authority is in the process of finalizing revisions to Bob Hope Airport Part 150 NCP. The updated noise exposure contours for Bob Hope Airport have reduced in size since the noise exposure contours were developed for the 2000 Noise Exposure Map Update. The primary reasons for the smaller contours are the reduced number of aircraft operations and quieter aircraft that now serve the airport. Based upon the reduced size noise exposure contours, FAA is requiring the Airport to revise the residential acoustical treatment program (RATP) eligibility boundary. In addition to revising the RATP eligibility boundary, the Airport has also elected to review and revise other measures from the NCP that have been implemented or are no longer applicable.

Copies of the revisions to the Part 150 Noise Compatibility Program for Bob Hope Airport are available for reference at the Airport Administrative Office at the address listed below. The Part 150 document can also be viewed at <http://www.burbankairport.com/noise/noise-issues/part150studyupdate.html>.

All interested persons are invited to attend the public hearing. Prior to the hearing, there will be a time when the public can view displays and interact with the project team from 6:00 p.m. to 8:30 p.m. Those desiring to testify on the Part 150 NCP may register prior to the public hearing at the hearing site and are encouraged to submit one copy of their testimony.

Attendance at the public hearing is not a prerequisite for submission of testimony. Written testimony, which is received by the Burbank-Glendale-Pasadena Airport Authority at the address listed below by April 17, 2015, will be included with the transcripts of the hearing and will be considered in the evaluation of the program. Please send to:

Mark D. Hardyment  
Director, Transportation & Environmental Programs  
Burbank-Glendale-Pasadena Airport Authority  
2627 Hollywood Way  
Burbank, CA 91505

LA030800-1



PROOF OF PUBLICATION AFFIDAVIT  
(2015.5 C.C.P.)

STATE OF CALIFORNIA,  
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

Daily News

a newspaper of general circulation published 7 times weekly in the County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of May 26, 1983, Case Number Adjudication #C349217; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil) has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit: February 26,

all in the year 20 15.....

I certify (or declare) under penalty of perjury that the forgoing is true and correct.

Dated at Woodland Hills,

California, this 26th day of Feb., 20 15.....

Tim Cault

Signature

Proof of Publication of

Notice of Public Hearing

(DAILY NEWS)

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN for a public hearing to be held by the Burbank-Glendale-Pasadena Airport Authority to receive testimony on revisions to the Bob Hope Airport, Title 14 Code of Federal Regulations (CFR) Part 150 Noise Compatibility Program (NCP). The public hearing has been scheduled for:

DATE: Monday, March 30, 2015

TIME: 4:00 p.m. to 6:30 p.m. for the workshop and 6:30 p.m. to 8:00 p.m. for the public hearing

LOCATION: Buena Vista Branch Library 300 N. Buena Vista Street Burbank, CA 91505

The Burbank-Glendale-Pasadena Airport Authority is in the process of finalizing revisions to Bob Hope Airport Part 150 NCP. The updated noise exposure contours for Bob Hope Airport have reduced in size since the noise exposure contours were developed for the 2000 Noise Exposure Map Update. The primary reasons for the smaller contours are the reduced number of aircraft operations and quieter aircraft that now serve the airport. Based upon the reduced size noise exposure contours, FAA is requiring the Airport to revise the residential acoustical treatment program (RATP) eligibility boundary. In addition to revising the RATP eligibility boundary, the Airport has also elected to review and revise other measures from the NCP that have been implemented or are no longer applicable.

Copies of the revisions to the Part 150 Noise Compatibility Program for Bob Hope Airport are available for reference at the Airport Administrative Office at the address listed below. The Part 150 document can also be viewed at <http://www.burbankairport.com/noise/noise-issues/part150studyupdate.html>.

All interested persons are invited to attend the public hearing. Prior to the hearing, there will be a time when the public can view displays and interact with the project team from 6:00 p.m. to 6:30 p.m. Those desiring to testify on the Part 150 NCP may register prior to the public hearing at the hearing site and are encouraged to submit one copy of their testimony.

Attendance at the public hearing is not a prerequisite for submission of testimony. Written testimony, which is received by the Burbank-Glendale-Pasadena Airport Authority at the address listed below by April 17, 2015, will be included with the transcripts of the hearing and will be considered in the evaluation of the program. Please send to:

Mark D. Hardyment

Director, Transportation & Environmental Programs  
Burbank-Glendale-Pasadena Airport Authority  
2627 Hollywood Way Burbank, CA 91505

MHARDYMENT@bur.org

The meeting location is disability accessible. Should you need additional assistance for other disabilities (for example, sign language interpretation and large type print), please contact Mark Hardyment at (818) 840-8840 prior to the public hearing.

Publish February 26, 2015

**NOTICE OF PUBLIC HEARING**

**NOTICE IS HEREBY GIVEN** for a public hearing to be held by the Burbank-Glendale-Pasadena Airport Authority to receive testimony on revisions to the Bob Hope Airport Title 15 Code of Federal Regulations (CFR) Part 150 Noise Compatibility Program (NCP). The public hearing has been scheduled for:

|                  |  |
|------------------|--|
| <b>DATE:</b>     | Monday, March 30, 2015   |
| <b>TIME:</b>     | 8:00 p.m. to 6:00 p.m. for the workshop and<br>8:30 p.m. to 8:00 p.m. for the public hearing |
| <b>LOCATION:</b> | Burns Vista Branch Library<br>300 N. Burns Vista Street<br>Burbank, CA 91505                 |

The Burbank-Glendale-Pasadena Airport Authority is in the process of finalizing revisions to the Bob Hope Airport Part 150 NCP. The updated noise exposure contours for Bob Hope Airport have reduced in size since the noise exposure contours were developed for the 2002 Noise Exposure Map Update. The primary reasons for the smaller contours are the reduced number of aircraft operations and quieter aircraft that now serve the airport. Based upon the reduced noise exposure contours, FAA is requiring the Airport to revise the residential acoustic treatment program (RATP) eligibility boundary. In addition to revising the RATP eligibility boundary, the Airport has also elected to revise and re-evaluate measures from the NCP that have been implemented or are no longer applicable.

Copies of the revisions to the Part 150 Noise Compatibility Program for Bob Hope Airport are available for reference at the Airport Administrative Office at the address listed below. The Part 150 document can also be viewed at <http://www.burbankairport.com/noise/noise-noises/part150-titles-update.html>

All interested persons are invited to attend the public hearing. Prior to the hearing, there will be a time when the public can view displays and interact with the project team from 8:00 p.m. to 8:30 p.m. Those desiring to testify at the Part 150 NCP may register prior to the public hearing at the hearing site and are encouraged to submit a written copy of their testimony.

Attendance at the public hearing is not a prerequisite for submission of testimony. Written testimony, which is received by the Burbank-Glendale-Pasadena Airport Authority at the address listed below by April 17, 2015, will be included with the transcripts of the hearing and will be considered in the evaluation of the program. Please send to:

Mark D. Hardyment  
Director, Transportation & Environmental Programs  
Burbank-Glendale-Pasadena Airport Authority  
2197 Hollywood Way  
Burbank, CA 91505

**MENTIONED**

The meeting location is disability accessible. Should you need additional assistance for other disabilities (for example, sign language interpretation and large type print), please contact Mark Hardyment at (818) 841-5840 prior to the public hearing.



Microsoft Edge browser window showing a news article from the Burbank-Glendale-Pasadena Airport Authority. The address bar shows the URL: <http://www.burbank-airport.com/2015/02/26/notice-of-public-hearing-notice-is-hereby-given-for-a-public-hearing-to-be-held-by-the-...>

Navigation menu: Home, Place an Ad, Find Ads, Help, sign in, etc.

Search bar: What  With any of These? (file, calendar, image)

Category links: Web Calendars, Events & Notices, Local & Public Notices

### (DAILY NEWS) NOTICE OF PUBLIC HEARING NOTICE IS HEREBY GIVEN for a public hearing to be held by the...

**(DAILY NEWS) NOTICE OF PUBLIC HEARING NOTICE IS HEREBY GIVEN** for a public hearing to be held by the Burbank-Glendale-Pasadena Airport Authority to evaluate testimony on comments to the Bob Hope Airport, 1500 N Hollywood Blvd (near Regal Station) Part 150 Noise Compatibility Program (NCP). The public hearing has been scheduled for DATE: Monday, March 23, 2015 TIME: 6:00 p.m. to 8:30 p.m. for the working and 8:30 p.m. to 8:30 p.m. for the public hearing LOCATION: Buena Vista Branch Library 300 N. Buena Vista Street Burbank, CA 91501 The Burbank-Glendale-Pasadena Airport Authority is in the process of building containers to Bob Hope Airport Part 150 NCP. The updated noise exposure contours for Bob Hope Airport have reduced in size since the noise exposure contours were developed for the 2010 Noise Exposure Map Update. The primary reasons for the smaller contours are the reduced number of aircraft operations and gates at the airport, ground speed the reduced size noise exposure contours, FAA is updating the airport to control the residential aircraft treatment program (RATP) eligibility boundary, in addition to reducing the RATP eligibility boundary, the airport has also elected to reduce and revise other measures from the NCP that have been implemented or are no longer applicable. Copies of the contours to the Part 150 Noise Compatibility Program for Bob Hope Airport are available for reference at the Airport Administration Office at the address listed below. The Part 150 document can also be viewed at <http://www.burbank-airport.com/2015/02/26/notice-of-public-hearing-notice-is-hereby-given-for-a-public-hearing-to-be-held-by-the-...> All interested persons are invited to attend the public hearing. Prior to the hearing, there will be a time when the public can view displays and interact with the project team from 6:00 p.m. to 8:30 p.m. Those desiring to testify at the Part 150 NCP may register prior to the public hearing at the hearing site and are encouraged to submit one copy of their testimony. Attendance at the public hearing is not a prerequisite for submission of testimony. Written testimony, which is required by the Burbank-Glendale-Pasadena Airport Authority at the address listed below by April 17, 2015, will be included with the transcripts of the hearing and will be considered in the evaluation of the program. Please send to: Mark G. Henderson Director, Transportation & Environment Programs Burbank-Glendale-Pasadena Airport Authority 2617 Hollywood Blvd Burbank, CA 91501 [MARKG@BURBANKAIRPORT.COM](mailto:MARKG@BURBANKAIRPORT.COM) If you say the meeting location is disability accessible, should you need additional assistance for other disabilities (for example, sign language interpretation and large type print), please contact Mark Henderson at [818-344-4444](tel:818-344-4444) prior to the public hearing. PATA# February 26, 2015

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# Los Angeles Times

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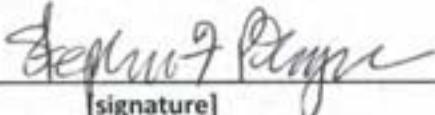
I, Stephen F. Polzin, declare:

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the action for which the attached notice was published. I am a principal clerk of the **BURBANK LEADER**, which was adjudged a newspaper of general circulation on June 21, 1927 for the City of Burbank, County of Los Angeles, and State of California. Attached to this Affidavit is a true and complete copy as was printed and published on the following date(s):

**WEDNESDAY; MARCH 25, 2015**  
**SATURDAY; MARCH 28, 2015**

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

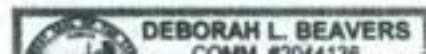
DATED at Los Angeles, California  
on this 20 day of April, 2015.

  
[signature]

A notary public or other officer completing this certificate verifies only the identity of the individual, who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California  
County of Los Angeles

Subscribed and sworn to (or affirmed) before me on this  
20<sup>th</sup> day of April, 2015 by  
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**NOTICE OF PUBLIC HEARING**

NOTICE IS HEREBY GIVEN for a public hearing to be held by the Burbank-Glendale-Pasadena Airport Authority to receive testimony on revisions to the Bob Hope Airport, Title 14 Code of Federal Regulations (CFR) Part 150 Noise Compatibility Program (NCP). The public hearing has been scheduled for:

**DATE:** Monday, March 30, 2015  
**TIME:** 6:00 p.m. to 6:30 p.m. for the workshop and  
6:30 p.m. to 8:00 p.m. for the public hearing  
**LOCATION:** Buena Vista Branch Library  
2011 N. Buena Vista Street  
Burbank, CA 91103

The Burbank-Glendale-Pasadena Airport Authority is in the process of finalizing revisions to Bob Hope Airport Part 150 NCP. The updated noise exposure contours for Bob Hope Airport have been reduced in size since the noise exposure contours were developed for the 2000 Noise Exposure Map Update. The primary reasons for the smaller contours are the reduced number of aircraft operations and quieter aircraft that now serve the airport. Based upon the reduced operation activities, FAA is requiring the Airport to revise the residential acoustic treatment program (RATP) eligibility boundary. In addition to revising the RATP eligibility boundary, the Airport has also elected to review and revise other measures from the NCP that have been implemented or are no longer applicable.

Copies of the revisions to the Part 150 Noise Compatibility Program for Bob Hope Airport are available for reference at the Airport Administrative Office at the address listed below. The Part 150 document can also be viewed at <http://www.durbankglenoaks.com/noise-issues/part150studyupdate.htm>.

All interested persons are invited to attend the public hearing. Prior to the hearing, there will be a time when the public can view displays and interact with the project team from 6:00 p.m. to 6:30 p.m. Those desiring to testify on the Part 150 NCP may register prior to the public hearing at the hearing site and are encouraged to submit one copy of their testimony.

Attendance at the public hearing is not a prerequisite for submission of testimony. Written testimony which is received by the Burbank-Glendale-Pasadena Airport Authority at the address listed below by April 17, 2015, will be included with the transcripts of the hearing and will be considered in the evaluation of the program. Please send to:

Mark L. Hartmeyer  
Director, Transportation & Environmental Programs  
Burbank-Glendale-Pasadena Airport Authority  
2627 Hollywood Way  
Burbank, CA 91115

MHARDYMENT@bur.org

The meeting location is disability accessible. Should you need additional assistance for other disabilities (for example, sign language interpretation and large type print), please contact Mark Hardyment at (818) 640-6842 prior to the public hearing.

LA0085001



# News Release

**BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**  
**2627 Hollywood Way, Burbank, CA 91505**  
**(818) 840-8840 (818) 848-1173 FAX**  
**[WWW.BOBHOPEAIRPORT.COM](http://WWW.BOBHOPEAIRPORT.COM)**

CONTACT: LUCY M. BURGHENDORF  
MARK D. HARDYMENT

FOR IMMEDIATE RELEASE

TELEPHONE: (818) 840-8840

## **BOB HOPE AIRPORT HOSTS PUBLIC WORKSHOP AND HEARING FOR AIRPORT NOISE COMPATIBILITY PROGRAM REVISION**

BURBANK, Calif., March 26, 2015 — The public is invited to attend a workshop and hearing on the Burbank Bob Hope Airport's Part 150 Noise Compatibility Program (NCP) Revision, to be held on Monday, March 30, 2015. The public workshop portion, during which the public will be able to view displays and speak individually with the project team, will take place from 6:00 p.m. to 6:30 p.m. The public hearing will take place from 6:30 p.m. to 7:30 p.m. Both sessions will be held at the Buena Vista Branch Library, 300 N. Buena Vista Street, Burbank, CA 91505.

The Airport Authority is in the process of finalizing revisions to the Bob Hope Airport Part 150 NCP. Due to a reduced number of aircraft operations and the use of quieter aircraft, the recently updated Noise Exposure Map (NEM) contours for the Airport have decreased since they were last developed for the 2000 NEM Update. Based on the decreased contours, the Federal Aviation Administration is requiring the Airport to revise the Residential Acoustical Treatment Program eligibility boundary, which will reduce the number of homes eligible for the program. The Airport has also elected to review and revise other measures from the NCP that are no longer applicable.

All interested parties are invited to attend the public hearing. Those who wish to comment on the Part 150 NCP may register prior to the public hearing at the hearing site. Speakers are encouraged to submit one written copy of their comments.

Attendance at the public hearing is not a prerequisite for comment submission. Written comments received by the Airport Authority prior to April 17, 2015, will be included with the transcripts of the hearing and will be considered in the evaluation of the program. These comments should be directed to Mark D. Hardyment, Director, Transportation & Environmental Programs, Bob Hope Airport, Part 150 NCP Comments, 2627 Hollywood Way, Burbank, CA 91505, or email at [mhardyment@bur.org](mailto:mhardyment@bur.org).

-30-

**PUBLIC HEARING**  
Regarding the 140 0300 5000  
Master Library Building Program

**BURBANK  
BOB HOPE AIRPORT**



Monday, March 30, 2015  
Public Workshop: 6:00 - 6:30 P.M.  
Public Hearing: 6:30 - 7:30 P.M.

Buena Vista Branch Library  
300 N. Buena Vista Street  
Burbank, CA 91505

**EVERYONE WELCOME**

For more information please contact:  
Mark Maidment at (818) 840-8840  
<http://bobhopeairport.com>

Los Angeles Times

**PROOF OF PUBLICATION AFFIDAVIT  
(2015.5 C.C.P.)**

STATE OF CALIFORNIA,  
County of Los Angeles.

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the

**Daily News**

a newspaper of general circulation published *7* times weekly in the County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of May 25, 1983, Case Number Adjudication #C349217, that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil) has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit: March 26, 27, 28, 29, 30, 31, 2015

all in the year 2015

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Woodland Hills,

California, this 29th day of March 2015

[Signature]  
Signature

Proof of Publication of

*Public Hearing*

**PUBLIC HEARING**  
Regarding the LA CFR Part 156  
Noise Compatibility Program Studies

**BUREAU  
BOB HOPE AIRPORT**



Woodland Hills, March 20, 2015  
Public Hearing 1:00 - 2:30 PM

County of Los Angeles  
Public Hearing 1:00 - 2:30 PM

Public Hearing 1:00 - 2:30 PM



THE BUREAU OF AIRPORTS

more than long, of getting  
to houses installed with  
blue panels. I tell them it  
is a good option," she said.

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Regarding the 14 CFR Part 150  
Noise Compatibility Program Update

# BURBANK BOB HOPE AIRPORT



Monday, March 30, 2015  
Public Workshop: 6:00 - 6:30 P.M.  
Public Hearing: 6:30 - 7:30 P.M.

Buena Vista Branch Library  
130 N. Buena Vista Street  
Burbank, CA 91505

**EVERYONE WELCOME**

For more information please contact  
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**PROOF OF PUBLICATION  
(2015.5 C.C.P.)**

**STATE OF CALIFORNIA  
County of Los Angeles**

I am a citizen of the United States, and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of PASADENA STAR-NEWS, a newspaper of general circulation which has been adjudicated as a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, on the date of June 22, 1927, Case Number 225647. The notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

03/26/2015, 03/29/2015

I declare under the penalty of perjury that the foregoing is true and correct.

Executed at West Covina, LA Co. California  
On this 30th day of April, 2015.

  
\_\_\_\_\_  
Signature

(Space below for use of County Clerk Only)

Legal No. **0010634500**

**PUBLIC HEARING**  
Regarding the 14 CFR Part 150  
Noise Compatibility Program Update

**BURBANK  
BOB HOPE AIRPORT**



Monday, March 30, 2015  
Public Workshop: 6:00 - 6:30 P.M.  
Public Hearing: 6:30 - 7:30 P.M.

Buena Vista Branch Library  
300 N. Buena Vista Street  
Burbank, CA 91505

**EVERYONE WELCOME**

For more information please contact:  
Mark Hardyment at (818) 840-8840  
<http://bobhopeairport.com>



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**PUBLIC HEARING**  
Regarding the 14 CFR Part 150  
Noise Compatibility Program Update

**BURBANK  
BOB HOPE AIRPORT**



Monday, March 30, 2015  
Public Workshop: 6:00 - 6:30 P.M.  
Public Hearing: 6:30 - 7:30 P.M.

Buena Vista Branch Library  
300 N. Buena Vista Street  
Burbank, CA 91505

**EVERYONE WELCOME**

For more information please contact:  
Mark Hardyment at (818) 840-8040  
<http://bobhopeairport.com>



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to get riders around the week. A "bicy bridge" was set up to ferry Expo Lane passengers between the Exposition stop and the Expo/Vermont Station, Montenegro said.

Metrol spokesman Ugalde said the agency was working to restore rail service by Saturday evening. That's when an estimated 90,000 people were expected to fill the stands of the nearby Los Angeles Memorial Coliseum to watch a sold-out soccer game.


The train was back up and running by 8:30 p.m. to the Exposition Park Station, according to news reports. The full line was a repair by 8 p.m.

*By Mike Scire and  
in absence of press  
distributed to this report.*

**PUBLIC HEARING**

Regarding the 34 CFR Part 150  
Noise Compatibility Program Update

**BURBANK  
BOB HOPE AIRPORT**



Monday, March 30, 2015  
Public Workshop: 6:00 - 6:30 P.M.  
Public Hearing: 6:30 - 7:30 P.M.

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## Current Press Releases

Below are press releases distributed over the past 12 months. Earlier releases can be found in our [archives](#).

If you have questions regarding a release, please contact:

### Victor Gill

Director, Public Affairs and Communications

Telephone: (818) 840-8840

### Bob Hope Airport Host Public Workshop and Hearing for Airport Noise Compatibility Program Revision

BURBANK, Calif., March 26, 2015 — The public is invited to attend a workshop and hearing on the Burbank Bob Hope Airport's Part 150 Noise Compatibility Program (NCP) Revision, to be held on Monday, March 30, 2015. The public workshop portion, during which the public will be able to view displays and speak individually with the project team, will take place from 6:00 p.m. to 6:30 p.m. The public hearing will take place from 6:30 p.m. to 7:30 p.m. Both sessions will be held at the Buena Vista Branch Library, 300 N. Buena Vista Street, Burbank, CA 91505.

[Click here for a PDF of the complete release.](#)

### Emergency Drill to Be Held at Bob Hope Airport

BURBANK, Calif., March 20, 2015 — The Burbank-Glendale-Pasadena Airport Authority, along with numerous local agencies, will participate in a full-scale emergency response training exercise Tuesday, March 24, 2015, at 9 a.m. at Bob Hope Airport. The Airport is required by the Federal Aviation Administration (FAA) to conduct such an exercise once every three years to test the Airport's readiness in case of a real incident. The Airport will continue with normal operations throughout the exercise, which is expected to last two hours.

[Click here for a PDF of the complete release.](#)

### 2015 "Tower Banner Student Art Contest" Winners Announced

BURBANK, Calif., March 2, 2015 – The high school student winners of the Bob Hope Airport "2015 Tower Banner Student Art Contest" from Burbank, Glendale and Pasadena Unified School Districts presented their winning artwork at today's March 2, 2015 Airport Authority meeting. The winners were chosen from 342 entries across all three districts. Joining them were their art teachers and district art coordinators, along with many of the students' proud parents.

[Click here for a PDF of the complete release.](#)

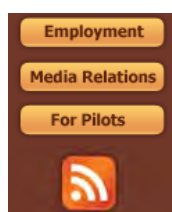
### Burbank Bob Hope Airport Holiday Charity Committees Raise Donations for Communities in Need

BURBANK, Calif., January 20, 2015 — During the 2014 holiday season, Burbank Bob Hope Airport staff and tenants collectively raised over \$3,000 for local charities. The Holiday Charity Committee, comprised of Airport staff, held luncheon fundraisers and collected goods for the Burbank Coordinating Council, while the Airport Fire Department and employees of The Paradise Shops collected toys for the Spark of Love Toy Drive and the Toys for Tots program, respectively.

[Click here for a PDF of the complete release.](#)

### Burbank Bob Hope Airport Launches New Website Flight Information System

BURBANK, Calif., December 15, 2014 — Burbank Bob Hope Airport has launched WebTrak, a new online system



#### Burbank Bob Hope Airport

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### **Burbank Bob Hope Airport Reopens Parking Spaces to Accommodate Holiday Travelers, Featuring Covered Spaces Within Walking Distance to Terminal**

BURBANK, Calif., November 12, 2014 — Bob Hope Airport parking customers who favor the often sold-out Lot E for its easy walk to the terminal will have a new choice on November 17 when the Airport opens Covered Parking Lot G just south of Lot E, with a convenient pedestrian pathway to the terminal. Covered Lot G will offer the extra amenity of covered self-parking at the rate of \$23 per day, the same rate charged for Lot E.

[Click here for a PDF of the complete release.](#)

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### **Reusable Booties Vending Machines to Make National Debut at Burbank Bob Hope Airport Security Checkpoints**

BURBANK, Calif., September 15, 2014 — Passengers traveling through Burbank Bob Hope Airport will soon be able to soft-shoe through terminal security checkpoints with "flightfeet," a lightweight non-latex, non-skid footwear product that TSA will allow air travelers to wear through security checkpoint screenings while their shoes are going through screening with other carryon items. The cost per pair is \$3.

[Click here for a PDF of the complete release.](#)

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### **Airport Authority Commission Elects Pasadena Commissioner Steve Madison as President for the Coming Year**

BURBANK, Calif., July 14, 2014 — The Burbank-Glendale-Pasadena Airport Authority, owner and operator of Bob Hope Airport, has elected new officers to head the Authority Commission for a one-year term from July 2014 through June 2015. The Commission elects officers each July.

[Click here for a PDF of the complete release.](#)

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### **Airport Authority Holds Grand Opening for Regional Intermodal Transportation Center; L.A. Metro Announces Funding to Begin Pedestrian Bridge to Bob Hope Airport Train Station**

BURBANK, Calif., July 1, 2014 — The Burbank-Glendale-Pasadena Airport Authority held a Grand Opening ceremony June 27 to mark the completion of the \$112 million Regional Intermodal Transportation Center (RITC) at Bob Hope Airport that will bring Airport patrons and multiple transportation modes together at a single location with easy access to and from the passenger terminal.

[Click here for a PDF of the complete release.](#)

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### **Economic Impact of Burbank Bob Hope Airport Totaled \$1.8 Billion and 12,440 Jobs in Fiscal Year 2013**

BURBANK, Calif., May 19, 2014 — Burbank Bob Hope Airport had a total economic impact of \$1.8 billion in the Los Angeles County regional economy during its fiscal year of July 2012 through June 2013 that generated 12,440 jobs, according to a study by the Los Angeles County Economic Development Corporation (LAEDC) released at today's meeting of the Burbank-Glendale-Pasadena Airport Authority Commission.

[Click here for a PDF of the complete release.](#)

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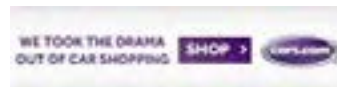
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## Residents weigh in on airport noise at Bob Hope Airport

Buena Vista Library hosts workshop and hearing relating to issue.

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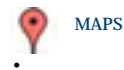
By Chad Garland, [chad.garland@latimes.com](mailto:chad.garland@latimes.com)  
March 31, 2015 | 7:11 p.m.

Burbank resident Mike Moynahan said when his family lived on Evergreen Street in 1997, planes from Bob Hope Airport would shake the walls of their home during the night and wake his infant daughter.

He said the planes have gotten quieter, in general, but they still sometimes wake his daughter — now 16 — in their home on Jeffries Avenue, just outside the boundary of eligibility for the airport's residential acoustic treatment program, which pays to insulate and soundproof homes near the airfield.

### RELATED TOPICS

- Air Transportation
- Home Improvement
- Federal Aviation Administration



While the airport has a voluntary curfew from 10 p.m. to 7 a.m. for commercial carriers, some planes may land during the curfew period under certain circumstances such as weather-related issues in other cities or when they're rerouted from other airfields.

Moynahan and about a dozen other Burbank residents showed up Monday at the Buena Vista Library for a public workshop and hearing on proposed revisions to the airport's noise compatibility program. He said he was hoping to hear the eligibility boundary for the program would be expanded so he could qualify, but he learned it won't be — it's shrinking.

"Which doesn't change anything for me," Moynahan said. "It just gives me less hope."

A combination of "comparatively, measurably" quieter aircraft and reduced flight operations means aircraft noise does not penetrate into the community at the same levels it did in the past, said Mark Hardymont, the airport's director of transportation and environmental programs.

As a result, the [Federal Aviation Administration](#) requires that the airport reduce the boundaries for its noise mitigation programs, he said.

Since 1997, the airport has paid for roughly \$110 million in noise-mitigation upgrades to nearby homes — new doors and windows, beefed-up insulation, added weather stripping and central air conditioning — as part of its mitigation efforts.

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SUNDAY, APRIL 19, 2015

The revised noise compatibility program calls for nearly \$15 million more in mitigation efforts, said David Fitz, a consultant with Coffman Associates, the firm retained by the airport to conduct a noise study under federal rules. Much of that will involve residential upgrades, Fitz said, and about 80% of it will be eligible for federal grant funding.

The other 20% will be paid by the Burbank-Glendale-Pasadena Airport Authority, which funds its share from fees charged to airport users, Hardyment said.

Some previous measures are being eliminated from the plan because they have been completed or are no longer deemed necessary, Fitz said. Added mitigations are being proposed, however, such as expanding the noise-proofing program to include multifamily properties. About 30 parcels with more than 160 units will be eligible for insulation, he said.

Only four members of the public spoke at the hearing, but several questioned the shrinking eligibility area. Laverne Thomas noted that while airport officials are citing reduced operations as a cause for the smaller noise footprint, they're also working to increase air carrier service at the terminal through several ongoing marketing efforts.

Hardyment said the contours are based on what has already happened and a "reasonable expectation" of what will happen in a five-year look-ahead. He said that, in part, the airport's efforts to attract more air carriers is about protecting its current level of operations.

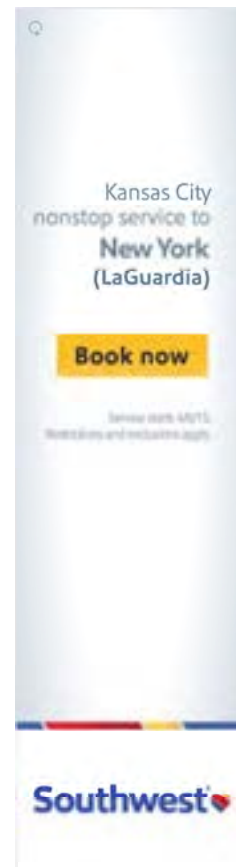
However, he said, if they successfully increase operations, that would be captured in a subsequent noise study.

Fitz said studies are recommended every five to 10 years, but could be required if operations increased by 15% or — according to his "very, very ballpark" estimate — about 20,000 flights a year.

Moynahan said that response didn't especially comfort him — he would have preferred every two years. He said the family has learned to live with the noise, and, in five years, it may be even less of a concern when his daughter is 21 and possibly out of the home.

"I'll be 56 and losing more of my hearing, so it won't bother me as much," he said.

A draft of the noise study is available at <http://bit.ly/1xV8yfy>. Comments can be sent to Mark D. Hardyment, director of transportation and environmental programs, Bob Hope Airport, Part 150 NCP Comments, 2627 Hollywood Way, Burbank, CA 91505, or by email at [mhardyment@bur.org](mailto:mhardyment@bur.org).



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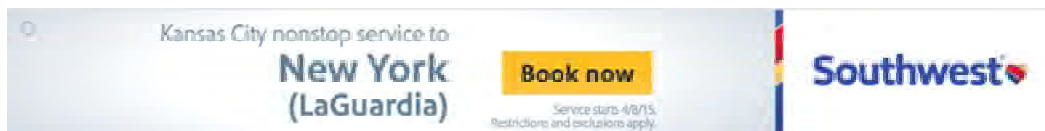
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Area police agencies compete in 'Baker to Vegas' relay event

Police: Over \$49K in cash, checks stolen from Burbank dental office





**From:** Bob Hope Airport <info@cbfs-net.com>  
**Sent:** Wednesday, March 25, 2015 2:16 PM  
**To:** David Fitz  
**Subject:** Bob Hope Airport Newsletter March 2015



**BOB HOPE AIRPORT NEWSLETTER - MARCH 2015**



**Dear Newsletter Subscriber,**

**You Can Get There From Here: San Diego**



Sometimes you just need a break from L.A.—and what better place for a quick weekend getaway than [San Diego](#)? With an extensive coastline, a plethora of historical attractions, and a world-famous zoo and theme park, San Diego is the perfect destination for beach bums, history buffs, and fun-loving families.

Visitors looking to hit the waves—or just find a sandy spot to relax—can take advantage of the area's many beaches, which include Coronado, La Jolla, and Del Mar. Traveling history aficionados should check out the Hotel del Coronado, where the classic movie *Some Like It Hot* was filmed; Balboa Park, home to 15 major museums in addition to free, public botanical gardens; or the USS Midway Museum, located in a former aircraft carrier. Families can also explore Legoland California, based on the popular children's toy, or the famous San Diego Zoo and Safari Park, which offers a hands-on safari experience in a 1,800-acre reserve.

[SeaPort Airlines](#) offers three daily nonstop flights from Burbank to [San Diego International Airport](#), with an approximate flight time of one hour. But that's not all!

Travelers looking to head south of the border can also connect in San Diego to SeaPort's [San Felipe, Mexico service](#) (PDF), timed to coordinate with incoming flights from Burbank. To start planning your trip, visit <http://www.bobhopeairport.com/>.

**Bob Hope Airport**  
Main Number (818) 840-8840 TTY (818) 565-1355  
2627 N. Hollywood Way  
Burbank, CA 91505  
[www.bobhopeairport.com](http://www.bobhopeairport.com)



### **Airport Authority to Host Public Part 150 Study Workshop at Buena Vista Library**

A public workshop and hearing on the Burbank Bob Hope Airport's Part 150 Noise Compatibility Program (NCP) Revision will be held Monday, March 30. The public workshop portion, during which the public will be able to view displays and interact with the project team, will take place from 6 p.m. to 6:30 p.m. The public hearing will take place from 6:30 p.m. to 7:30 p.m. Both sessions will be held at the Buena Vista Branch Library, 300 N. Buena Vista Street, Burbank, CA 91505.

The Airport Authority is in the process of finalizing revisions to the Bob Hope Airport Part 150 NCP. Due to a reduced number of aircraft operations and the use of quieter aircraft, the updated noise exposure contours for the Airport have decreased in size since the contours were developed for the 2000 Noise Exposure Map Update. Based on the decreased contours, the Federal Aviation Administration is requiring the Airport to revise the Residential Acoustical Treatment Program eligibility boundary. The Airport has also elected to review and revise other measures from the NCP that are no longer applicable.

All interested parties are invited to attend the public hearing. Those who wish to comment on the Part 150 NCP may register prior to the public hearing at the hearing site. Speakers are encouraged to submit one written copy of their comments.

Attendance at the public hearing is not a prerequisite for comment submission. Written comments received by the Airport Authority prior to April 17, 2015, will be included with the transcripts of the hearing and will be considered in the evaluation of the program. These comments should be directed to [Mark Hardymont](#), Director of Transportation & Environmental Programs, with the subject line "Part 150 NCP Comment."

### **Airport Authority and Burbank City Council to Schedule Joint Public Meeting**

The Airport Authority and the Burbank City Council have agreed to discuss their positions on a replacement terminal in a joint public meeting, to be scheduled in the near future. Last month, the Authority and the Burbank City Council both issued separate term sheets on the replacement terminal process.

Both the Authority and the City proposed that the Joint Powers Agreement (JPA) that governs the Burbank-Glendale-Pasadena Airport Authority be amended so that certain future actions cannot be taken unless there is an affirmative vote by at least two Authority Commissioners from each represented city. These governance changes would give Burbank Commissioners the power to veto specified future Airport Authority actions,

including not supporting implementation of a mandatory curfew, expanding the replacement terminal, increasing the number of gates to over 14, ending the voluntary nighttime curfew on airline operations, and acquiring land. These governance changes require the approval of the cities of Burbank, Glendale, and Pasadena.

The Authority's term sheet stipulates that governance protections would remain in effect in perpetuity only if a replacement terminal is built on the B-6 Trust Property on Hollywood Way, but not if the terminal is built elsewhere on the Airport. A City memo made public in February regarding its position says the City would like governance protections to apply to any replacement terminal built anywhere on the Airport. "There are other technical, legal elements that would be necessary in the wording of any 'deal,' but the City has made it clear to the Authority that the governance provisions are the crucial points," the memo states.

The date of the joint public meeting has not yet been set. For more information and documentation related to the replacement terminal process, please visit the [City-Airport Visioning Process page](#).



### **2015 Tower Banner Student Art Contest Winners Announced**

On March 2, the high school student winners and finalists of the Burbank Bob Hope Airport 2015 Tower Banner Student Art Contest presented their work to the Airport Authority. This year's

first place winners were twelfth-grader Anyssa Payaslyan from Burbank High School in Burbank, tenth-grader Jerome Alton from Clark Magnet High School in Glendale, and tenth grader Harrison Cooper from Pasadena High School in Pasadena. The winners were chosen from 342 entries across the Burbank, Glendale, and Pasadena Unified School Districts. The students were joined by their art teachers, district art coordinators, and families.

The winning artwork from each school district will be displayed on the façade of the Airport terminal tower for approximately three months each. The displays will be rotated among Burbank, Glendale, and Pasadena. Beginning in June 2015, Jerome Alton's artwork will be the first to be displayed, representing Glendale. Pasadena High School's Harrison Cooper will have his artwork displayed beginning January 2016, and Burbank High School's Anyssa Payaslyan will have her artwork displayed beginning April 2016.

This June, the first, second, and third place winners will also have their artwork displayed in Terminal B, along with background information about the contest. Each school district will also receive \$3,000 to help support and promote the districts' education programs for the arts.

This is the eighth year the Airport Authority has invited high school students to enter the Tower Banner Student Art Contest. This year's aviation theme was "Great Moments in Flight." To view all the winning artwork, visit the [Airport's website](#).



**PLANE TALK**



**On March 2, Airport Staff reported that Burbank Bob Hope Airport passed its Part 139 inspection**, which took place in December 2014. The inspection checklist was comprised of 123 items meant to assess the Airport's daily operations, and only one minor discrepancy was observed. This documented discrepancy was closed the same day it was discovered, with no further action required. The inspector complimented the Airport's training programs and stated that this inspection was one of the best he had performed.



**Even the President of the United States knows that Burbank Bob Hope Airport is the closest airport to Hollywood!** The President and the First Lady [flew in](#) to the Airport this month to appear on *Jimmy Kimmel Live* and *Ellen*, respectively.

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**Bob Hope Airport  
14 CFR Part 150 Study  
Noise Compatibility Program Revision #2**

**Public Hearing Transcript and Response to Public Hearing  
Comments**

**March 30, 2015**



# PUBLIC HEARING ATTENDANCE RECORD

Meeting: Public Hearing Date: March 30, 2015 Time: 6:00 - 7:30 p.m.  
 Place: Buena Vista Branch Library  
 Please Print Neatly 300 N. Buena Vista Street, Burbank, CA 91505

| NAME                 | ADDRESS                | PHONE # / E-MAIL               |
|----------------------|------------------------|--------------------------------|
| 1. ALAN VICKARY      | 1727 E. 14th St        | Phone # 818-604-8920<br>E-mail |
| 2. GUY BROWN         | 1001 Columbia Dr       | Phone # 818-641-1111<br>E-mail |
| 3. MIKE NOGAY        | 2701 W. Wagonwheel     | Phone # 818-799-2512<br>E-mail |
| 4. JIM SPENCER       | 2401 N. Wagonwheel Dr  | Phone # 818-840-0127<br>E-mail |
| 5. Yvonne Peral      | 6210 Keweenaw Ave      | Phone # 818-428-0110<br>E-mail |
| 6. Loretta Turano    | 361 S. Wagonwheel      | Phone # 818-840-2877<br>E-mail |
| 7. ...               | 1531 N. Wagonwheel     | Phone # 818-840-2877<br>E-mail |
| 8. Nicole Marguerite | 3500 W. Wagonwheel Ave | Phone # 818-840-2877<br>E-mail |
| 9.                   |                        | Phone #<br>E-mail              |
| 10.                  |                        | Phone #<br>E-mail              |
| 11.                  |                        | Phone #<br>E-mail              |
| 12.                  |                        | Phone #<br>E-mail              |
| 13.                  |                        | Phone #<br>E-mail              |
| 14.                  |                        | Phone #<br>E-mail              |
| 15.                  |                        | Phone #<br>E-mail              |
| 16.                  |                        | Phone #<br>E-mail              |
| 17.                  |                        | Phone #<br>E-mail              |
| 18.                  |                        | Phone #<br>E-mail              |
| 19.                  |                        | Phone #<br>E-mail              |
| 20.                  |                        | Phone #<br>E-mail              |



# PUBLIC HEARING ATTENDANCE RECORD

Meeting: Public Hearing Date: March 30, 2015 Time: 6:00-7:30 p.m.

Place: Buena Vista Branch Library

Please Print Neatly:

300 N. Buena Vista Street, Burbank, CA 91505

| NAME                  | ADDRESS                             | PHONE # / E-MAIL                                |
|-----------------------|-------------------------------------|---|
| 1. Fred Riska         | 1227 Verde St. N. Hollywood         | Phone # 818 982-5869<br>E-mail: f.riska@att.net |
| 2. Darman             | Sun Valley                          | Phone #<br>E-mail:                              |
| 3. Margie A. Gato     | 1511 N. Hollywood St.               | Phone # 818 347-1317<br>E-mail:                 |
| 4. Donald Dea         | 1871 N. Hollywood St.               | Phone # 818 347-1318<br>E-mail:                 |
| 5. [Handwritten Name] | -                                   | Phone #<br>E-mail:                              |
| 6. Port Kenneths      | 2800 N. Hollywood St. Burbank Dist. | Phone # 818 347-5511<br>E-mail: kport@att.net   |
| 7. [Handwritten Name] | 15200 [Handwritten Address]         | Phone #<br>E-mail:                              |
| 8.                    |                                     | Phone #<br>E-mail:                              |
| 9.                    |                                     | Phone #<br>E-mail:                              |
| 10.                   |                                     | Phone #<br>E-mail:                              |
| 11.                   |                                     | Phone #<br>E-mail:                              |
| 12.                   |                                     | Phone #<br>E-mail:                              |
| 13.                   |                                     | Phone #<br>E-mail:                              |
| 14.                   |                                     | Phone #<br>E-mail:                              |
| 15.                   |                                     | Phone #<br>E-mail:                              |
| 16.                   |                                     | Phone #<br>E-mail:                              |
| 17.                   |                                     | Phone #<br>E-mail:                              |
| 18.                   |                                     | Phone #<br>E-mail:                              |
| 19.                   |                                     | Phone #<br>E-mail:                              |
| 20.                   |                                     | Phone #<br>E-mail:                              |



**Bob Hope Airport**  
**14 CFR Part 150 Noise Compatibility Plan Revision**



**PUBLIC HEARING**  
**March 30, 2015**

Please fill out this form if you wish to speak at this hearing (*please print*).

Name LAVERNE THOMAS  
Address 362 SOUTH MYERS ST.  
BARBANK 91526

Representing: (*check all boxes that apply*)

- |   |   |
|---|---|
| <input type="checkbox"/> Airport tenant/user<br>(Name _____)              | <input type="checkbox"/> Citizens or neighborhood group<br>(Name _____) |
| <input type="checkbox"/> Local Government<br>(Name _____)                 | <input checked="" type="checkbox"/> Private citizen / <u>HOMEOWNER</u>  |
| <input type="checkbox"/> Local business or business group<br>(Name _____) | <input type="checkbox"/> Other _____                                    |
| <input type="checkbox"/> Federal Agency<br>(Name _____)                   |   |

**Bob Hope Airport**  
**14 CFR Part 150 Noise Compatibility Plan Revision**



**PUBLIC HEARING**  
**March 30, 2015**

Please fill out this form if you wish to speak at this hearing (*please print*).

Name Margie A. Gee  
Address 1511 No Maple St.  
Burbank, CA 91505

Representing: (*check all boxes that apply*)

- |   |  |
|---|--|
| <input type="checkbox"/> Airport tenant/user<br>(Name _____)              | <input checked="" type="checkbox"/> Citizens or neighborhood group<br>(Name _____) |
| <input type="checkbox"/> Local Government<br>(Name _____)                 | <input type="checkbox"/> Private citizen   |
| <input type="checkbox"/> Local business or business group<br>(Name _____) | <input type="checkbox"/> Other _____   |
| <input type="checkbox"/> Federal Agency<br>(Name _____)                   |  |



**Bob Hope Airport  
14 CFR Part 150 Noise Compatibility Plan Revision**



**PUBLIC HEARING  
March 30, 2015**

Please fill out this form if you wish to speak at this hearing (*please print*).

Name MIKE NOGAN  
Address \_\_\_\_\_  
\_\_\_\_\_

Representing: (*check all boxes that apply*)

- |   |   |
|---|---|
| <input type="checkbox"/> Airport tenant/user<br>(Name _____)              | <input type="checkbox"/> Citizens or neighborhood group<br>(Name _____) |
| <input type="checkbox"/> Local Government<br>(Name _____)                 | <input checked="" type="checkbox"/> Private citizen                     |
| <input type="checkbox"/> Local business or business group<br>(Name _____) | <input type="checkbox"/> Other _____                                    |
| <input type="checkbox"/> Federal Agency<br>(Name _____)                   |   |

**Bob Hope Airport  
14 CFR Part 150 Noise Compatibility Plan Revision**



**PUBLIC HEARING  
March 30, 2015**

Please fill out this form if you wish to speak at this hearing (*please print*).

Name Mike Moynahan  
Address 3307 W. Jeffries  
\_\_\_\_\_

Representing: (*check all boxes that apply*)

- |   |   |
|---|---|
| <input type="checkbox"/> Airport tenant/user<br>(Name _____)              | <input checked="" type="checkbox"/> Citizens or neighborhood group<br>(Name <u>Same Burbank Neighborhoods</u> ) |
| <input type="checkbox"/> Local Government<br>(Name _____)                 | <input type="checkbox"/> Private citizen  |
| <input type="checkbox"/> Local business or business group<br>(Name _____) | <input type="checkbox"/> Other _____  |
| <input type="checkbox"/> Federal Agency<br>(Name _____)                   |   |

**Bob Hope Airport**  
**14 CFR Part 150 Noise Compatibility Plan Revision**



**PUBLIC HEARING**  
**March 30, 2015**

Please fill out this form if you wish to speak at this hearing (*please print*).

Name

Roseann Mecca

Address

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Representing: (*check all boxes that apply*)

Airport tenant/user  
(Name \_\_\_\_\_)

Citizens or neighborhood group  
(Name \_\_\_\_\_)

Local Government  
(Name \_\_\_\_\_)

Private citizen

Local business or business group  
(Name \_\_\_\_\_)

Other \_\_\_\_\_  
\_\_\_\_\_

Federal Agency  
(Name \_\_\_\_\_)

**A901AC6**  
**PUBLIC MEETING      MARCH 30, 2015**

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PUBLIC HEARING )  
REVISION TO PART 150 NOISE COMPATIBILITY ) CORRECTED  
PROGRAM FOR BOB HOPE AIRPORT ) 4/20/15  
----- )

PUBLIC MEETING  
BURBANK, CALIFORNIA  
MARCH 30, 2015

ATKINSON-BAKER, INC.  
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REPORTED BY: KAREN GEER, CSR NO. 9781  
FILE NO.: A901AC6

**A901AC6**  
**PUBLIC MEETING MARCH 30, 2015**

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| <p>1<br/>2<br/>3<br/>4<br/>5<br/>6<br/>7<br/>8<br/>9<br/>10<br/>11<br/>12<br/>13<br/>14<br/>15<br/>16<br/>17<br/>18<br/>19<br/>20<br/>21<br/>22<br/>23<br/>24<br/>25</p> <p style="text-align: center;">) ) )<br/>         PUBLIC HEARING )<br/>         REVISION TO PART 150 NOISE COMPATIBILITY )CORRECTED<br/>         PROGRAM FOR BOB HOPE AIRPORT )4/20/15<br/>         _____ )</p> <p style="text-align: center;">Public Hearing taken at 300 North Buena Vista<br/>         Street, Conference Room, Burbank Library, Burbank,<br/>         California commencing at 6:00 p.m., Monday,<br/>         March 30, 2015, before Karen Geer, CSR No. 9781.</p> <p style="text-align: right;">Page 2</p> | <p>1<br/>2<br/>3<br/>4<br/>5<br/>6<br/>7<br/>8<br/>9<br/>10<br/>11<br/>12<br/>13<br/>14<br/>15<br/>16<br/>17<br/>18<br/>19<br/>20<br/>21<br/>22<br/>23<br/>24<br/>25</p> <p style="text-align: center;">I N D E X</p> <p>PUBLIC MEETING PAGE<br/>         5</p> <p>ALSO PRESENT:<br/>         Mark Hardymment<br/>         Dave Fitz<br/>         Don Brown<br/>         Gary Brett<br/>         Ray Adams<br/>         Members of the Public</p> <p style="text-align: right;">Page 4</p>   |
| <p>1<br/>2<br/>3<br/>4<br/>5<br/>6<br/>7<br/>8<br/>9<br/>10<br/>11<br/>12<br/>13<br/>14<br/>15<br/>16<br/>17<br/>18<br/>19<br/>20<br/>21<br/>22<br/>23<br/>24<br/>25</p> <p style="text-align: center;">A P P E A R A N C E S:</p> <p>COOPER COMMUNICATIONS, INC.<br/>         MARTIN M. COOPER, APR President<br/>         17547 Ventura Boulevard<br/>         Suite 311<br/>         Encino, California 91316</p> <p style="text-align: right;">Page 3</p>   | <p>1<br/>2<br/>3<br/>4<br/>5<br/>6<br/>7<br/>8<br/>9<br/>10<br/>11<br/>12<br/>13<br/>14<br/>15<br/>16<br/>17<br/>18<br/>19<br/>20<br/>21<br/>22<br/>23<br/>24<br/>25</p> <p style="text-align: center;">--o0o--<br/>         BURBANK, CALIFORNIA</p> <p>MR. HARDYMENT: Good evening. Could I ask<br/>         everyone to find a chair. I'll give one last visitor a<br/>         chance to sign in.</p> <p>Good evening. My name is Mark Hardymment.<br/>         I'm the Director of Transportation &amp; Environmental<br/>         Programs for Bob Hope Airport. I want to thank each of<br/>         you for taking the time to be able to come to our public<br/>         workshop this evening.</p> <p>In particular, I'd like to draw your<br/>         attention and thank three distinguished guests and in our<br/>         audience today. First off, two airport commissioners,<br/>         Commissioner Don Brown and Commissioner Ray Adams. Also<br/>         with us tonight is Burbank City Councilman Gary Brett.<br/>         I'd like to thank all three of them for their attendance<br/>         this evening.</p> <p>But I want to be very short and to the<br/>         point on my comments tonight and not take away from the<br/>         public hearing opportunity for folks tonight to be able to<br/>         register their comments. But I do want to thank you for<br/>         taking the time out of your schedules to be able to come<br/>         and comment on the ongoing Part 150 Study.</p> <p style="text-align: center;">This is the Authority's third Part 150</p> <p style="text-align: right;">Page 5</p> |

**A901AC6**  
**PUBLIC MEETING**                      **MARCH 30, 2015**

1 Study that we have undertaken since the Authority's  
2 inception. Part 150 is a program -- or a study that  
3 undertakes ways that we -- our programs can mitigate the  
4 effects of noise in the community.  
5            And the first phase of this study was  
6 completed in October of 2013, and that established new  
7 noise exposure maps for this area.  
8            The second phase is going to take a look  
9 at proposed programs to mitigate the effects of noise in  
10 this area.  
11            So tonight is an opportunity for the  
12 public to comment on these proposed programs. And with us  
13 tonight to lead us through this process are two  
14 individuals. The first one is Mr. Dave Fitz who is a  
15 principal with Coffman Associates and led the effort on  
16 this study, and he will be followed by his presentation on  
17 what makes up the study and how it's formulated by Marty  
18 Cooper of Cooper Communications as the moderator of the  
19 public hearing process.  
20            So with that, I'm going to end my comments  
21 and turn it over to Dave Fitz.  
22            Dave.  
23            MR. MCKAY: Do you have a volume control on  
24 that? Can you turn it up?  
25            MR. COOPER: I can. Yes.

Page 6

1            MR. MCKAY: It should be louder.  
2            MR. FITZ: Okay. All right. Well, I'll try and  
3 speak up real loud until Marty can get to the volume. How  
4 is that?  
5            Thank you for coming out.  
6            Thank you, Mark.  
7            As Mark had mentioned, this is the second  
8 phase of a noise exposure map and Noise Compatibility  
9 Program effort. I'm going to walk you through the process  
10 of both of those real briefly, and then I'm going to touch  
11 on some of the revisions for the Noise Compatibility  
12 Program.  
13            Starting out this process, on the graphic  
14 behind you shows the noise exposure maps, and that's what  
15 Mark had mentioned previously. That effort involved  
16 updating the noise -- or the aviation forecast and  
17 submitting those to FAA for approval.  
18            We also revisited the flight tracks and  
19 the runway use. The airport has a permanent noise  
20 monitoring system that we utilize as a check to our  
21 modeling assumptions. We also generate a five-year  
22 forecast contour. Those are all requirements under the  
23 regulations that the studies develop under, which is a 14  
24 CFR, which stands for Code of Federal Regulations, Part  
25 150 Study.

Page 7

1            So with that, we did our inventory, our  
2 forecast effort. We came out and met with a study  
3 advisory committee, or SAC, and we also had a public  
4 workshop. After that we developed noise exposure  
5 contours. Again all of that information that went into  
6 those noise contours are back on the display boards, and  
7 if you have questions about that information, I will be  
8 around and so will a few others to answer any questions  
9 you might have on that information.  
10            Again we updated the noise exposure  
11 contours, and we also reviewed the previous program as  
12 part of the requirement that we had to do. So we have to  
13 kind of look at what was successful at the previous  
14 program, what was not so successful. So we look at that  
15 information and compare where we are and how we did.  
16            We had another meeting with a study  
17 advisory committee, and then we also had another workshop.  
18 After that information was updated and revised, based on  
19 comments, we submitted that to the Airport Authority.  
20 They reviewed it, and then they submitted it to FAA, and  
21 FAA accepted that, as Mark had mentioned, on October 10,  
22 2013.  
23            And that launched us into the next phase,  
24 which is a revision to the Noise Compatibility Program,  
25 and this effort really looks at the measures that were

Page 8

1            forwarded from the previous study, and we looked at those,  
2 whether they needed to be revised, continued, or in some  
3 cases dropped from the program. Some of the reasons for  
4 dropping them, they've been -- and I'll talk about those.  
5 Some of the reasons for revising them is the noise  
6 exposure contour has changed, and we may need to make some  
7 adjustments. I'll talk about that too.  
8            So let's start out with noise abatement.  
9 We had 12 measures for noise abatement. One of those was  
10 implemented, and that was tax UAD. The purpose of that --  
11 the improvements -- the tax UAD is we have a need for  
12 aircraft to be able to taxi up to that end of the runway  
13 for noise abatement to depart at night and take off down  
14 in this direction over more compatible areas. So that was  
15 one of our measures that was implemented. So we're going  
16 to drop that measure from the program going forward since  
17 it's already been complete.  
18            We also had a couple other measures that  
19 were studied under a more rigorous Part 161 Study, and  
20 that had to do with the curfew and the phase-out. Well,  
21 Congress did us a big favor here awhile back and mandated  
22 the phase-out of those older stage 2 aircraft that was  
23 part of that phase-out. So as of the end of this year,  
24 the rest of those aircraft will no longer be able to fly  
25 in the contiguous United States. So that part is kind of

Page 9

**A901AC6  
PUBLIC MEETING MARCH 30, 2015**

1 done for us.  
 2 The curfew, again, both of those were  
 3 studied under the 161 Study, and the study was found to be  
 4 complete; but FAA rejected the implementation of those two  
 5 measures, the curfew and the phase-out.  
 6 Moving on down to noise mitigation, we had  
 7 four mitigation measures. From mitigation we had a sound  
 8 insulation program that is currently ongoing. We  
 9 recommended that that continue in the previous program.  
 10 We recommended that it be expanded based on the larger  
 11 noise contours. There were schools that were included in  
 12 that program, and there was a purchase assurance option.  
 13 All of those measures -- the schools were sound insulated.  
 14 So we have no more schools within our contours. So that  
 15 measure is going to be dropped because it's been  
 16 implemented.  
 17 The expansion is going to be more of a  
 18 revision because the contours are actually smaller; so we  
 19 have to adjust the size. The Airport Authority spent over  
 20 \$110 million so far on sound insulation. FAA said you  
 21 need to update your plan because your contours are  
 22 smaller. So that's a big part of why we're here.  
 23 So we're going to have to adjust those  
 24 boundaries to better match the updated noise exposure  
 25 contours. So that's where we're at on the mitigation

Page 10

1 measures.  
 2 But we've also wanted to step up and add  
 3 multi-family to this program as well. So multi-family  
 4 dwellings will be added to this program inside the new  
 5 boundary.  
 6 There's also an avigation option.  
 7 Purchase assurance was part of the previous program. That  
 8 measure has been dropped. Purchase assurances was not  
 9 necessary. Nobody took advantage of it over the life of  
 10 the program. So that measure is going to be -- an  
 11 avigation purchase option is going to be offered for those  
 12 homes that fall within the eligibility area and meet all  
 13 the criteria but may have code deficiencies that keep it  
 14 from actually being sound insulated. So there's an option  
 15 there that they wanted to add.  
 16 Again here is the change in the boundary.  
 17 Again that graphic is in the back if you want a closer  
 18 look at it. Here is the current boundary, down in here,  
 19 and the red S line represents the adjusted boundary which  
 20 reflects the smaller noise exposure contours. So you can  
 21 see a lot of these homes have already been sound insulated  
 22 because those are in the green color. So we're doing very  
 23 well in terms of sound insulation. But now the boundaries  
 24 have to be adjusted.  
 25 And you can see the numbers we have here.

Page 11

1 Again we're down to right around 144 single-family units.  
 2 And again, if you remember, we're adding multi-family  
 3 units to that mix as well, and so we have 30 parcels or  
 4 about a hundred sixty some units that will be eligible for  
 5 sound insulation.  
 6 On the land use element, we had six  
 7 measures recommended. One measure is going to be revised,  
 8 and five measures are going to be dropped. The airport  
 9 authority, when the program was developed in 1998, worked  
 10 with a lot of the communities to try and develop some of  
 11 the measures that would help maintain compatibility. A  
 12 lot of those measures, either by virtue of changes and  
 13 thought process or how it would be implemented such as an  
 14 overlay zone, incorporating some general plan amendments,  
 15 things of that nature, building code amendments and stuff,  
 16 just weren't implemented, and because of that lack of  
 17 interest in implementing them, those measures are going to  
 18 be dropped.  
 19 UNIDENTIFIED MALE: Lack of interest for whom?  
 20 MR. FITZ: Lack of interest, there just was no  
 21 interest in pushing forward.  
 22 If we can hold comments until the end,  
 23 we'll have it open for everybody here in a minute. I'm  
 24 almost finished here.  
 25 The program management element -- and

Page 12

1 that's really the monitoring piece of this program. We  
 2 have six measures. Those included updating the plan,  
 3 expanding the GIS system, expanding the permanent noise  
 4 monitoring system around the airport, things of that  
 5 nature.  
 6 The GIS system was established and  
 7 expanded. It is used to track the sound insulation  
 8 program as well as their impact area.  
 9 The measurement equipment has been updated  
 10 and expanded. So a couple of those measures are going to  
 11 be dropped, and those were the two measures that will be  
 12 dropped. We're continuing on on monitoring the program as  
 13 well as a recommendation to update it in again another  
 14 five to ten years.  
 15 The cost of this program is right around  
 16 \$14.8 million. Again the Airport Authority spent \$110-  
 17 just on sound insulation. The lion's share of this  
 18 \$14.8 million is for the mitigation or the sound  
 19 insulation program. 80 percent of that, or almost up to  
 20 80 percent of that, will be eligible for federal funding  
 21 from the Aviation Trust Fund, or AIP, on the noise set  
 22 side. There are monies available for that program,  
 23 80 percent of that.  
 24 So with that, Marty...  
 25 MR. COOPER: Thank you, Dave.

Page 13

**A901AC6  
PUBLIC MEETING MARCH 30, 2015**

1 Is that loud enough on the volume?  
 2 MR. McKAY: Better. Thank you.  
 3 MR. COOPER: If I'm not loud enough, wave your  
 4 hand or something, and I'll speak louder.  
 5 Welcome. You have several ways in which  
 6 you can participate in this program this evening. If you  
 7 have not signed in, please do so. Out at that table, you  
 8 will see a public comment form. You can fill out a public  
 9 comment form while you're here, leave it on the back table  
 10 if you'd like, or if you prefer, you can take it with you.  
 11 The address where you send it, Coffman Associates, is down  
 12 on the bottom of the form, and the deadline is April 17.  
 13 So feel free to pick one of these up and mail it in, and  
 14 this will be included with the filing that  
 15 Coffman Associates makes to the FAA.  
 16 Secondly, we have the opportunity for you  
 17 to speak this evening. If anyone wants to speak and you  
 18 haven't done so, please in the back of the room fill out a  
 19 public comment card, and I'll call names just in a moment  
 20 or two.  
 21 I want to start by reading a formal  
 22 statement that is part of the FAA record for this, and  
 23 this will be a good time for someone, if they want to fill  
 24 out a speaker card, to go and do that.  
 25 This is a statement explaining the purpose

Page 14

1 of the public hearing on the revision to the Part 150  
 2 Noise Compatibility Program for Bob Hope Airport.  
 3 The Burbank-Glendale-Pasadena Airport  
 4 Authority has prepared a revision to the Airport Noise  
 5 Compatibility Program for Bob Hope Airport based on the  
 6 requirements and guidelines of Title 14 of the Code of  
 7 Federal Regulations, Part 150. The updated noise exposure  
 8 contours for Bob Hope Airport have reduced in size since  
 9 the noise exposure contours were developed for the 2000  
 10 Noise Exposure Map Update. The primary reason for the  
 11 smaller contours are the reduced number of aircraft  
 12 operations and the quieter aircraft that now serve the  
 13 airport. Based on the reduced size noise exposure  
 14 contours, FAA is requiring the airport to revise the  
 15 Residential Acoustical Treatment Program (RATP)  
 16 eligibility boundary. In addition to revising the RATP  
 17 eligibility boundary, the airport has also elected to  
 18 review and revise other measures from the NCP that have  
 19 been implemented or are no longer applicable.  
 20 The public hearing is intended to give the  
 21 public the opportunity to present oral or written  
 22 testimony in favor of, in opposition to, or neutral toward  
 23 the revised Airport Noise Compatibility Program. The  
 24 public hearing is not a forum to debate the issues. A  
 25 written record will be made of all comments presented at

Page 15

1 the hearing. Responses to all comments will be prepared  
 2 and included with the complete documentation of the final  
 3 revised Noise Compatibility Program.  
 4 Additional written comments will be  
 5 accepted no later than the close of normal business hours  
 6 on April 17, 2015. Please address additional written  
 7 comments to Mr. Mark Hardymont, Director of  
 8 Transportation & Environmental Programs,  
 9 Burbank-Glendale-Pasadena Airport Authority,  
 10 2627 Hollywood Way, Burbank California 91505.  
 11 Are there any other additional speaker  
 12 cards? Do I have all of those?  
 13 Okay. Thank you. I put these in  
 14 alphabetical order. I'll ask people to speak in  
 15 alphabetical order. If you use this microphone here so  
 16 that both the reporter and the rest of the people in the  
 17 audience can hear you, it would be appreciated.  
 18 Please restrict your comments to the  
 19 topic, which is the Part 150 Study. And if you could make  
 20 your comments within three minutes, it would be  
 21 appreciated.  
 22 First card that we have is for Margie Gee.  
 23 Margie.  
 24 MS. GEE: First on the alphabet, huh?  
 25 MR. COOPER: Yes.

Page 16

1 MS. GEE: My name is Margie Gee. I've been a  
 2 commissioner before on the airport twice. So I've been on  
 3 both sides of the issues of running an airport. I believe  
 4 I have been anyway. And basically a spokesperson for the  
 5 folks affected by the airport's presence in Burbank.  
 6 I'm interested in some of the contours  
 7 that were drawn in the back. As I remembered -- and I  
 8 forgot to notice today. Maybe you can answer this  
 9 question. The 65 CNEL at one time reached to the studios,  
 10 all the way down Hollywood Way to the studios.  
 11 Are they still there? I forgot to notice  
 12 that. Can you answer that?  
 13 MR. COOPER: Let me sort of address what you're  
 14 saying.  
 15 So that everyone knows, any questions that  
 16 anyone asks during the testimony, you'll receive a written  
 17 response to your questions. So we'll do that after  
 18 tonight.  
 19 MS. GEE: I don't think that's appropriate.  
 20 These people are here as a hearing, and they're not  
 21 hearing the answers. You're saying individually they'll  
 22 be notified. They may -- it may generate questions. So  
 23 to me that looks like a deliberate lack of following  
 24 through on the spirit of the public hearing.  
 25 MR. COOPER: I think are -- where are you, Dave?

Page 17

**A901AC6**  
**PUBLIC MEETING**                      **MARCH 30, 2015**

1                    Dave, if I'm correct, are aren't those the  
2 FAA guidelines?  
3                    MR. FITZ: If you have questions, they're  
4 welcome to come back to the back of the room, and I'll  
5 talk to you. For the purpose of this, this is to get  
6 comments on the record officially for the study itself.  
7 If you have questions, we've got people back here that  
8 would be happy to address any questions.  
9                    MS. MECCA: I have to agree with her because we  
10 need to hear the answer. If you can answer the question,  
11 then you can answer the question.  
12                    MR. FITZ: We'll respond in writing to all the  
13 questions.  
14                    UNIDENTIFIED MALE: Margie, will you let us know  
15 what they say?  
16                    MS. THOMAS: It's unsatisfactory.  
17                    MR. MCKAY: In another hearing or what?  
18                    MR. COOPER: Would you like to continue?  
19                    MS. GEE: I'd like to respond to that. I  
20 think it's an unnecessary and unreasonable part of this  
21 hearing today. It denies people from hearing each other  
22 and responding to -- not hearing the response. All the  
23 people hear what I say or you say.  
24                    So to me that's not following the spirit,  
25 and I'd like that to be a matter of the record.

Page 18

1                    I have lived in the neighborhood one mile  
2 from the south runway for -- since 1968 before the airport  
3 became -- the Doganoff (phonetic) Airport became.  
4 Although due to the economy, I recognize that there aren't  
5 as many flights and as much noise now but, as I say, the  
6 economy being what it is.  
7                    I can tell you the old arguments of the  
8 airport was here first simply aren't true. Lockheed  
9 Airport was, and they just sold it when they saw it was a  
10 losing proposition, and the City thought they were getting  
11 a bargain to get the attention of the State to allow them  
12 to purchase the airport. I'd like that part of the  
13 history of the airport to be known from people here that  
14 perhaps aren't familiar with it.  
15                    I can tell you that during that year, I  
16 was in the backyard hanging clothes, which we did in those  
17 days on the clothes line, and I had my baby with me in the  
18 backyard, and the plane came over, and you can imagine the  
19 terror that the baby had, and me -- my looking up and  
20 seeing a plane that, to me, you could almost touch it.  
21 I'm sure you've heard that comment before, but it feels  
22 that way when you're seeing the passengers in the plane  
23 going over your head. And that's some history I'd like to  
24 have part of the public hearing.  
25                    So can I have say there have been

Page 19

1                    improvements made. I appreciate the sound insulation  
2 program. It has benefited many of the people. I'm sorry  
3 that many have been excluded. I have a very -- a good  
4 friend that lives just south of the cemetery, and because  
5 she hasn't been able to afford to have her home brought to  
6 the degree of repair that she can get insulation, she's  
7 still living with that noise and has been all these years.  
8 That's a major thing that I think that this hearing should  
9 address about these people that are disqualified because  
10 they're too poor to come up to the standards of even  
11 getting their home insulated.  
12                    The fact that the program of purchasing of  
13 homes has been dropped, I guess it wasn't successful. But  
14 as you know, purchasing homes at a price you couldn't  
15 replace that home by going somewhere else in the  
16 community. So it's just like -- what can I compare it  
17 with? It's not a true helpful program.  
18                    MR. COOPER: May I ask you to bring your  
19 comments to an end because you're about three minutes in.  
20                    MS. GEE: Well, that's fair.  
21                    That puts a pretty big beginning to -- the  
22 people who are living there are being compensated for the  
23 damage they are receiving.  
24                    Thank you.  
25                    MR. COOPER: Thank you.

Page 20

1                    MR. HARDYMENT: In reference to Mrs. Gee's  
2 questions, what I'd like to offer is, given the time of  
3 the night we're at and the size of the group that we're  
4 at, we are going to make every effort to be able to answer  
5 all the questions that have been raised directly, but what  
6 I need to do, in fairness to the group, is make sure that  
7 I hear all the questions first.  
8                    So once we have all of the speaker cards  
9 and all the speakers who have questions and we know the  
10 list of questions that we have, we will then begin to  
11 answer the questions, but I can't start answering  
12 questions and eat up the time that others have to be able  
13 to read us questions that they have.  
14                    MS. MECCA: That's fair.  
15                    UNIDENTIFIED MALE: Thank you.  
16                    MS. MECCA: Appreciate that.  
17                    MR. HARDYMENT: We'll answer questions as we  
18 have time available.  
19                    MR. COOPER: Roseanne Mecca.  
20                    MS. MECCA: I'm next on the list. I'd like to  
21 give Margie Gee my three minutes. I'm going to decline on  
22 this right now.  
23                    MR. COOPER: Okay. Mike Moynahan.  
24                    MR. MOYNAHAN: My name is Mike Moynahan. I'm a  
25 Burbank resident. I live just outside of the noise

Page 21



**A901AC6**  
**PUBLIC MEETING**                      **MARCH 30, 2015**

1 exposure contours, and I was hoping that they would grow,  
2 but they shrunk, and I would like to describe what it's  
3 like to live in the area where I live, maybe under  
4 100 feet outside of the contour area, as it is now, before  
5 you shrink it.

6 I'll go back to 1997 when I moved into  
7 Burbank and was renting a home, and you're right. It was  
8 louder. The planes were louder then and I -- my baby was  
9 born in 1999. And there were nights when my house shook.  
10 Windows shook and woke up my baby, woke up my family,  
11 partly because we don't enforce a curfew. Our voluntary  
12 curfew doesn't really help us when there's no enforcement  
13 of it.

14 And now my baby is 16 years old, and she  
15 still wakes up in the night. We still have planes flying  
16 over at 1:00 a.m. waking her up. They're that loud. Some  
17 of the planes are quieter. Not all of them.

18 The fact that we deal still with these  
19 noise issues is -- it strengthens our community's argument  
20 for an enforced curfew, and we'll keep fighting for that  
21 because, if we're not going to be helped by the  
22 Sound Mitigation Plan, then at least we want to be able to  
23 sleep at night.

24 Thank you to Mrs. Gee for sharing  
25 everything that she did. And where I grew up, in a

Page 22

1 setting like this, to avoid answering -- I'll sensor  
2 myself -- would be chicken excrement. But thank you very  
3 much for offering to answer, and it makes sense to wait  
4 until the end, but I would like to hear the answers. I  
5 don't want Mrs. Gee to get an answer and then be  
6 responsible for disseminating that information to the  
7 community.

8 The noise exposure contours being  
9 actually -- bringing them in makes a person like me feel  
10 helpless, disengaged, and insignificant as a member of  
11 this community. People in Pasadena and people in Glendale  
12 don't deal with these issues like I deal with them, the  
13 noise issues, every day, every night. Our house doesn't  
14 shake every night anymore, but sometimes it does. And  
15 that should be enough to do something about it. I'm not  
16 going to get my triple-paned windows it looks like. But  
17 maybe we can look at other things, enforcement of a  
18 curfew, so that my family can sleep at night.

19 That's it for now. You know, I want to  
20 stay more active and follow up on what's going on, but I  
21 think these boundaries shrinking, for a person like me, is  
22 not going to help. Some of our planes are quieter, not  
23 all of them. We're still waking up at night.

24 Thank you for taking the time to listen to  
25 us tonight.

Page 23

1 MR. COOPER: Thank you.  
2 Mike Nolan.

3 MR. NOLAN: Before my time starts, could  
4 somebody do the finger method, when it's two minutes,  
5 could you hold up please.

6 MR. COOPER: Any particular finger?  
7 MR. NOLAN: No. I never specify that in  
8 Burbank.

9 My name is Mike Nolan, and first I take  
10 exception to the three-minute rule for those of us who  
11 prepared our remarks. In Burbank we're used to five  
12 minutes, but it fits.

13 This shrinkage of the contour makes no  
14 sense. Some of us have been involved back and even  
15 participated in urging to get stage 3 aircraft to fly into  
16 the airport, which we didn't have before. We got it.

17 But there's a big elephant that's not in  
18 the room right now, and that's American Airlines. Going  
19 back we used to have TWA. They're not with us anymore,  
20 but with this merger going on, whether people -- the  
21 Airport Authority recognize it or not, some of them come  
22 and go over time, we're still here. People all over the  
23 country have been confused because they change the name of  
24 the airport. So any claims they might make, as part of  
25 this study, about the traffic it's been influenced by the

Page 24

1 fact that people outside of this area, even some of the  
2 staff admits they're not sure that Bob Hope Airport might  
3 be down by Palm Springs.

4 If they have do the rebranding effort to  
5 Hollywood Burbank Airport, which was quite satisfactory to  
6 most of the airline tenants originally, it could have a  
7 dramatic impact on the number of flights. And to be  
8 shrinking the boundaries because, among other things, the  
9 economy, I think, is rather short sided, and I question  
10 the value of any studies that are done with shrunken  
11 boundaries.

12 I also find it significant, if you look at  
13 the existing map back there, you'll see one little bubble  
14 going what I call east of Hollywood Way. Any of you  
15 staffers see what I mean by this little rectangle that's  
16 tacked on the end? Nobody is nodding their heads; so I'm  
17 going to assume they're not able to follow me, but they  
18 can read the transcript.

19 What we have here is a lack of confidence,  
20 and nothing that's been said so far tonight has done  
21 anything to instill the confidence of the people of  
22 Burbank. We're the most directly impacted, and I don't  
23 see the outreach to us to reassure us or assure us that  
24 anybody at the airport has our best interest in mind.  
25 This idea of telling people that their homes are not up to

Page 25

**A901AC6**  
**PUBLIC MEETING**                      **MARCH 30, 2015**

1 the standards of the airport so they can't get noise  
2 attenuation help is an insult to people who are fighting  
3 valiantly to hang onto their home. They're proud to live  
4 in Burbank with or without the airport. I really believe  
5 that the basis you presented to us that the study is on is  
6 faulty, and I don't have any confidence at this point in  
7 what the results might be.

8            We have yet to have an enforceable curfew  
9 at our airport, and the record should show that the  
10 authority has publicly announced they're studying two  
11 separate places for a new terminal. One would be by the  
12 B6, and one would be by the northwest quadrant. We  
13 finally got the information in the back room.

14            The other thing is there was a young lady  
15 working for the airport who advised us at a meeting less  
16 than a year ago the terminal was no longer there that  
17 would not prevent easterly take-offs. Now we're getting  
18 mixed opinions from the staff, and I believe that should  
19 be verified. What would be the impact since they've  
20 announced a plan to remove the terminal and to replace it?  
21 I would hope that we could get that at least pinned down.  
22 I believe she meant what she said, and it's in a tape  
23 recording.

24            Other than that, I wish you well. I wish  
25 you wouldn't be trying to shrink it down, and I believe

Page 26

1 some of your assumptions should be carefully enunciated at  
2 the beginning of the report so we can all see the value of  
3 the numbers that you come up with.

4            Thank you.

5            MR. COOPER: Thank you.

6            Laverne Thomas is the last speaker.

7            MS. THOMAS: Good evening. I too object to your  
8 three minutes. We don't have very many people here to  
9 speak this evening. I think it's a very, very important  
10 matter, and I think to tell us three minutes and whatever  
11 else you told us is very discouraging to me.

12            To move forward, I found it interesting to  
13 note the reduction in the noise contours called out by the  
14 airport particularly since I believe, sir, you said that  
15 it was due to quieter aircraft, which we all know is, in  
16 many cases, true and, more importantly, a reduction in  
17 flights, a reduction in flights, particularly from what I  
18 read in the paper.

19            I was out of town for six weeks, came  
20 back, and I was reviewing all my Leaders. Airfield looks  
21 to its advantage. As Bob Hope Airport officials continue  
22 trying to woo increase airline service to the air field,  
23 they're beginning an effort to highlight what they call  
24 the Burbank advantage.

25            We know that's been going on for a couple

Page 27

1 years because a couple years ago I read in the paper of  
2 the need to change Bob Hope Airport to another name  
3 because people didn't know where it was. This has been  
4 going on for awhile.

5            Anyway, you talk about your short taxi  
6 time, various other things, and great customer service,  
7 et cetera.

8            You also talk about staff is developing a  
9 comprehensive report on the advantages and will present it  
10 during meetings with four airlines next month to see how  
11 it flies. It could also tie in with the airport's  
12 rebranding efforts.

13            Obviously, that's the whole point of it,  
14 to tie in with the airport's rebranding efforts in order  
15 to bring more flights in. If you're going to bring more  
16 flights in, then I ask you about that contour because you  
17 specifically stated, as I mentioned before, there were two  
18 reasons for that reduction of the noise contour area. One  
19 was for quieter plans, which we understand in most  
20 instances, but specifically the other was for less  
21 flights.

22            Then I go on to the second page, and this  
23 really caught my eye. It says, for example, Carvel said  
24 officials estimated that boarding passengers for both  
25 front and rear aircraft doors in Burbank allows the

Page 28

1 airlines to make up -- make up 105 flying days over the  
2 course of a typical year. He noted that Southwest is  
3 experimenting with a similar boarding arrangement in  
4 Sacramento International Airport to reduce turnaround  
5 times there.

6            What does that specifically mean? How do  
7 you relate to that? Obviously, if our newspaper fellow  
8 here, Chad, picked this up, up to 105 flying days over the  
9 course of a typical year, what does that mean? What does  
10 that mean to the Burbank residents? What does that mean  
11 to your contour? Because if you're looking to increase  
12 flights, wouldn't that noise contour maybe change? I  
13 don't know.

14            So that's what I want to know, and I think  
15 the people here would be interested in knowing what that  
16 answer was, not just to write to me.

17            MR. COOPER: Thank you.

18            MS. THOMAS: From here -- oh, that's enough for  
19 the moment.

20            Thank you very much.

21            MR. COOPER: Thank you.

22            Mark, do you want to make a few comments?

23            MR. FITZ: If I could clarify something.

24            The intent of responding to comments, it  
25 would be responded as a whole, and so the comments would

Page 29

**A901AC6**  
**PUBLIC MEETING**                      **MARCH 30, 2015**

1     be -- comments and responses would be done in a document  
2     where the comments would be pulled out, responded. So it  
3     would be made available for everyone. It wouldn't be sent  
4     out individually to you, to you, to you. So you would be  
5     able to see the responses to Ms. Gee's comments and vice  
6     versa.

7             MS. THOMAS: On the website?

8             MR. COOPER: Yes.

9             MR. FITZ: Yes, it would be made available. It  
10     will be a public document, and it will be available on the  
11     website.

12            MS. THOMAS: On the website.

13            MR. FITZ: Yes.

14            UNIDENTIFIED MALE: Is there another hearing  
15     down the road?

16            MR. FITZ: At this point there is not another  
17     hearing. It does have to go to the Airport Authority, and  
18     they will have opportunities for public comment at that  
19     meeting.

20            MR. McKAY: It remains a declarative process  
21     though that way. You are making these statements, and  
22     we're allowed to comment on them, but it isn't reciprocal.  
23     That we understood the hearing is.

24            MS. MECCA: They're going to try to answer them  
25     now.

Page 30

1             MS. GEE: Well, before they're answered, as I  
2     understand, you gave me your three minutes to ask more  
3     questions?

4             MS. MECCA: I did.

5             MS. GEE: So we don't want to go through those  
6     afterwards. We should save your response until we finish  
7     with the questions.

8             MR. FITZ: Sure.

9             MS. THOMAS: Will the City of Burbank get a copy  
10    of that, sir?

11            MR. HARDYMENT: Yes. Like I say, it will be a  
12    public document.

13            MS. GEE: Thank you very much.

14            Some of the things I didn't get an  
15    opportunity to speak about previously, one of the things  
16    that we haven't mentioned tonight at all is the poor air  
17    quality that's caused by planes that fly out of the  
18    airport. Many people in our neighbors have problems  
19    breathing, asthma, many cases of cancer. I can personally  
20    report a death on my own block from cancer caused with her  
21    lung problems. And I have other friends even closer that  
22    have had severe problems with their health.

23            I think that should be part of this  
24    hearing as a matter of record and be responded to. There  
25    has been no study on this, and there should be. It should

Page 31

1     be a required part of this hearing study.

2             No information now on the new airport  
3     location. It's preposterous. It's a significant possible  
4     threat where the new airport will be and what that's going  
5     to mean in the way of flight take-offs and the patterns,  
6     and so forth. That wasn't a part of tonight's discussion.  
7     It certainly should be responded to satisfactory.

8             Underground water pollution. You don't  
9     hear about that anymore. The reason why is because not  
10    enough people perhaps have lived long enough, as I have,  
11    to know that is a severe problem that the airport's  
12    run-off from the runways cause, this pollution of  
13    Burbank's natural clean, clear water under the ground, and  
14    that's certainly something that should be addressed,  
15    washing off of residue from the runways into the ground.

16            The noise monitoring system dropped. It  
17    was so inadequate from the beginning, it didn't reflect  
18    the real noise. There was one monitor put at the end of  
19    my block in the middle of the block. I know what the  
20    results showed on the publications at the airport. The  
21    screen showing these wonderful monitors and how inadequate  
22    they were and how they made the noise over a 24-hour  
23    period. So if you had an ear breaker go over your house,  
24    that would be divided up into a 24-hour period, making the  
25    noise look much less of a concern and a hazard than it

Page 32

1     was.

2             When you're talking about publishing  
3     everyone's comments, I'm not sure what you mean by that.  
4     Perhaps you can respond to that.

5             MR. COOPER: It will be placed on the airport's  
6     website.

7             MS. GEE: The website? And would that be  
8     something that will be -- how will people know that? Do  
9     they have to call the airport to know that?

10            MR. COOPER: Do you want to address that, Dave?  
11    Why don't we --

12            MR. FITZ: Yes.

13            MR. COOPER: Why don't you conclude, and then we  
14    will.

15            MS. GEE: Okay. And the -- competing with a bug  
16    here.

17            I think that that is about covering it. I  
18    could go on, but my three minutes are doubled.

19            Thank you very much for your time.

20            MR. COOPER: Thank you.

21            MS. GEE: Thank you.

22            MR. COOPER: Mark, do you want to make any  
23    comments?

24            MR. HARDYMENT: I'm going to have to kind of do  
25    this ad hoc and kind of answer the questions as I've

Page 33

**A901AC6**  
**PUBLIC MEETING**                      **MARCH 30, 2015**

1 written them down, and so bear with me a little bit here.  
2           As I noted some of the questions from  
3 Mrs. Gee's first time up, one of her questions had to do  
4 with the contours and did they still extend down -- as far  
5 as down as the studios. We would be more than happy to  
6 demonstrate to you on the boards back there. No. The  
7 contours have shrunk. They have shrunk rather  
8 dramatically.  
9           MS. GEE: Which contours?  
10           MR. HARDYMENT: The 65 CNEL contours -- all  
11 contours have retracted. It's a result of the aircraft  
12 that are in use by the airlines today and the general  
13 aviation planes that are in use today are comparatively --  
14 and I mean that out of respect to the homeowners who are  
15 legitimately here with a beef with the noise they suffer  
16 from operations at the airport. But the aircraft are  
17 comparatively and measurably quieter in today's fleet than  
18 were operated ten years ago. And this is measured by the  
19 same technology and same methodology that was used before.  
20 It's a similar apples-to-apples comparison of that noise.  
21           Does it mean that I would want that  
22 airplane flying over my house at 1:00 o'clock in the  
23 morning? No, I understand that that could be an  
24 annoyance. I understand that. But it is -- the aircraft  
25 fleet of today, whether it be commercial air carrier or

Page 34

1 general aviation, it's comparatively and measurably  
2 quieter today than in years past, and the result of that  
3 have been contours that have dramatically reduced.  
4           Now, it's also alleged that reduction in  
5 that contour and that there's a decline in the number of  
6 aircraft operations, both with our commercial air  
7 carriers. When we were -- in 2008, when our calendar year  
8 finished -- I think 2008 was the year -- 2007 when we just  
9 missed 6 million passengers, we were around 100 flights  
10 per day with commercial air carriers. We are at around 80  
11 now, and that includes seaport airlines, which is flying a  
12 small single-engine Cessna. So our true jet airplanes  
13 scheduled operations is high 60's, low 70's as far as a  
14 daily schedule of jet operations. You can see that  
15 comparatively even the air carriers, there's been a  
16 reduction in the number of flights.  
17           General aviation is also down. I don't  
18 have the numbers memorized the same way I do have the  
19 others, but general aviation has seen a decline. There  
20 has been a migration over the years. As more operators  
21 have come on to the air field and invested in newer  
22 facilities, that has had a trickle-down effect where some  
23 of the aircraft operators that still own small aircraft  
24 have found that there is not as much space to be able to  
25 lease tie-down space for smaller aircraft.

Page 35

1           The price of fuel has gone up, and so what  
2 you see making up the fleet of general aviation aircraft  
3 at the airport today tends to be more high-end corporate  
4 aircraft. They don't fly as often as the recreational  
5 flier did years ago, but even the recreational flier of  
6 today, with the price of fuel the way it's been, doesn't  
7 fly the way what used to be a hobby.  
8           There was a comment raised -- and I'll get  
9 back to some of your other questions or comments in a  
10 moment. But I believe Mr. Moynahan was disappointed, and  
11 I think I tried to be -- acknowledge the fact that I hear  
12 where you're coming from, that you were hopeful that the  
13 contours were going to expand. Unfortunately, I can --  
14 and this is where I'll try to do a twofer here. I don't  
15 know if Mike Nolan is still in the room.  
16           Where he was encouraging our contours to  
17 be forward looking and wanting to look at our -- and  
18 incorporate our marketing efforts into our contours, they  
19 aren't that way. They are dealing with things after the  
20 fact and can only be dealing with the results of what has  
21 happened and a forecast that could be -- that has a  
22 reasonable assumption of coming to fruition, and there's  
23 no way that the Airport Authority being active out there,  
24 wanting to have a marketing program, is anything that  
25 anybody could bank on that this is going to turn into a

Page 36

1 flight that is going to be something that we should build  
2 into our program.  
3           We have to keep our name out there, or  
4 we're going to find ourselves becoming the next  
5 Palmdale Airport. So we have to be protective and forward  
6 looking with our own business. But there is no way that a  
7 marketing -- there's no way a marketing strategy can find  
8 its way into a current forecast.  
9           Now, what has changed is that FAA has  
10 required airports to do more frequent Part 150 Studies,  
11 and as I said, this is our third Part 150 Study. What has  
12 prevented us from doing ones earlier, after FAA made that  
13 change, was that we had an ongoing Part 161 Study, and you  
14 can't have a Part 161 Study going on at the same time as  
15 you have consultants doing a Part 150 Study.  
16           So what you'll see in the future, you'll  
17 see a more periodic basis airport coming back and updating  
18 studies like this, and if there are changes in the  
19 aircraft operations at the airport, that will get picked  
20 up in a subsequent update or subsequent Part 150 Study  
21 that will be done on a more regular basis in the future  
22 than what you've seen in the past.  
23           Voluntary curfew ineffective. You know,  
24 it's ineffective for what you hope to gain from it. The  
25 voluntary curfew was an arrangement that was

Page 37

**A901AC6**  
**PUBLIC MEETING**                      **MARCH 30, 2015**

1 reached actually even before the Airport Authority came  
2 into existence. It was between Lockheed and the air  
3 carriers. The air carriers have agreed to maintain that  
4 relationship. It is based upon schedule, and the air  
5 carriers have agreed not to schedule flights between -- or  
6 before 7:00 a.m. and after 10:00 p.m. That's a voluntary  
7 arrangement.

8 I have only one carrier right now that has  
9 scheduled a flight that is in that period of time, which  
10 there's a voluntary agreement not to do it, and it's a  
11 gate push, and most of the time, if you take a look at the  
12 records that my department keeps, by the time they get to  
13 the end of runway take-off, they're taking off at  
14 7:00 o'clock or just a couple of minutes early.

15 So I only have one violator of that  
16 voluntary agreement. What they agreed to, by and large,  
17 the air carriers are holding to what they agreed to. Now,  
18 whether or not what they agreed to meets your needs or  
19 not, no. That may be two different things.

20 Can't take any more question.

21 MR. MCKAY: In the same interest though, there's  
22 a trend now towards commercial airlines considering  
23 themselves charter and flying outside the curfew. We have  
24 flights at 6:30 on Saturday morning, a quarter to 7:00,  
25 and when we ask about it, it's not commercial. It's a

Page 38

1 charter flight. But it's because it's presold.

2 Now, this is what I was told. Is there  
3 any truth to what I've said, or is it possible for an  
4 airline to pre-sell a flight and it can become a charter  
5 and fly outside the curfew?

6 MR. HARDYMENT: Technically that would probably  
7 be yes, they could do that. I'm not aware of that  
8 happening. I know that you will see some of the main  
9 carriers pick up a charter and so --

10 MR. MCKAY: This is a scheduled flight now.

11 MR. HARDYMENT: But I don't know of somebody  
12 offering a flight and trying to call it a charter  
13 happening in Burbank. What you're describing technically  
14 might qualify as something that --

15 MR. MCKAY: I'm keeping track. We'll see.

16 MR. HARDYMENT: I need to keep going here. I  
17 have a long laundry list of things that I voluntarily  
18 agreed to help people out with.

19 MR. MCKAY: Thanks.

20 MR. HARDYMENT: Mr. Nolan, you addressed the  
21 shrinking contours. I tried to address that. I think you  
22 stepped out of the room. Unfortunately, the contours are  
23 a bit of a mathematic exercise in that it deals with what  
24 did happen and a reasonable assumption --

25 MR. COOPER: If you could speak up.

Page 39

1 MR. HARDYMENT: It's a bit of a mathematical  
2 exercise of trying to calculate what did happen and then a  
3 reasonable expectation of what can happen.

4 And everything that we have built right  
5 now, as far as what we can build into the forecast, is a  
6 reduction of -- result of a reduction of the contour. I  
7 can tell you the actual measured contour of what is going  
8 on at the airport today is even smaller than what that  
9 forecast is right now. The contour that's on the board  
10 right now shows the 65 CNEL contour south of the airport  
11 going below Victory Boulevard. Right now the actual  
12 measured contour is several doors north of  
13 Victory Boulevard. And on the approach into Runway 8, our  
14 model shows the 65 CNEL contour reaching all the way out  
15 to Laurel Grove, and right now we're only hitting  
16 Lankershim Boulevard. So it is significantly smaller --  
17 today's operation are significantly smaller than even our  
18 forecast.

19 MR. NOLAN: Thank you.

20 MR. HARDYMENT: Laverne Thomas, I don't know  
21 whether or not my explanations, at least in piece, have  
22 done any -- anything to help you with justifying why we  
23 cannot take a marketing effort and factor that directly  
24 into a forecast for the future, but if that marketing  
25 effort would ultimately lead to a carrier making a

Page 40

1 decision to come to this airport, which does not happen  
2 overnight, that would ultimately get picked up in the next  
3 Part 150 Study, which as I indicated, FAA is requiring the  
4 airports to do more frequently than they had in years  
5 past.

6 MS. THOMAS: What I specifically wanted to know  
7 that caught my eye was the 105 -- I don't think you  
8 answered that.

9 It says allows airlines to make up -- make  
10 up 105 flying days over the course of a typical year.

11 What does that mean?

12 MR. HARDYMENT: I think what he's trying to  
13 drive at when he says that is that the amount of time that  
14 the airplane is on the ground currently at Sacramento,  
15 when it comes in and is deplaning and then subsequently  
16 turning around and boarding a new flight for the  
17 passengers and doing it all from the front of the airplane  
18 only, takes X amount of time.

19 Let's say that exercise takes 20 minutes  
20 to get everybody off the airplane and it takes another 20  
21 minutes to get them back on the plane. I think my numbers  
22 are probably low. Let's call it 30 minutes both ways. So  
23 an hour each way to get the plane unloaded and reloaded.  
24 If you can do it from both ends of the airplane, if you  
25 can get that -- you can get that done in 45 total. So you

Page 41

**A901AC6  
PUBLIC MEETING MARCH 30, 2015**

1 save 15 minutes on each flight. You multiply that over  
 2 however many flights are operating system-wide if they  
 3 could load from both ends of the airplane and you add that  
 4 savings up, that is the -- I'd have to read his article to  
 5 figure out exactly how he's talking about it, but that's  
 6 the savings he's talking about. He's comparing how long  
 7 it takes to deplane and then reboard, how long that takes  
 8 and compare it to doing it when you can load and unload  
 9 from both ends of the airplane.

10 MS. THOMAS: I understand that, but he,  
 11 obviously, got this information from someone that he spoke  
 12 with at the airport. I don't know who that is. But  
 13 anyway 105 days over. Does that mean the -- allows the  
 14 airlines to make up 105 flying days over the course of a  
 15 typical year.

16 Does that mean then that you could have  
 17 105 flights more a day? Does it mean -- what does that  
 18 equate to?

19 MS. MECCA: No.

20 MS. THOMAS: Well, I would appreciate if you  
 21 check it out and just get back to me.

22 MR. HARDYMENT: I'll try. We can talk  
 23 afterwards.

24 MS. THOMAS: I'd like to have an answer.

25 MR. HARDYMENT: I'll get back to you.

Page 42

1 Mrs. Gee came back and talked about noise  
 2 monitoring.

3 Specifically one of the concerns you  
 4 raised was the fact that noise is spread out over a  
 5 24-hour basis as opposed to measured on a single-event  
 6 basis.

7 There are different ways to measure noise.  
 8 Single event is a metric. It is not the way noise is  
 9 normally handled and measured. And to keep things  
 10 consistent, the way noise is measured, under our Part 150  
 11 Study, to keep everything consistent within FAA and with  
 12 all other airports that are being studied, it is on a  
 13 time-wave basis on a 24-hour schedule. And that  
 14 ear-breaker airplane that you cited did go off and did go  
 15 in at more weight than the airplane that went off behind  
 16 it that wasn't quite as loud. It all works its way into  
 17 the noise bucket the same -- or in a fair fashion.

18 MS. GEE: That's what's wrong with it.

19 MR. HARDYMENT: No. In a fair fashion. The  
 20 ear-breaker airplane is getting recorded at an ear-breaker  
 21 level. It's just that, when you see it spread over 24  
 22 hours, you say that's not fair. That is certainly more  
 23 excruciated when I heard it go over. But if everything is  
 24 recorded over a 24-hour basis, it's spread over a 24-hour  
 25 basis, it all evens out.

Page 43

1 MS. GEE: It all evens out to a lower level.

2 MR. HARDYMENT: Lower level, but if your scale  
 3 is different -- if your scale is for that lower level,  
 4 it's the same. I don't know that I can explain it to you  
 5 in any simpler fashion unless we sit there and have a  
 6 one-on-one afterwards.

7 Is there anything that comes to your mind,  
 8 Dave, as far as --

9 MR. FITZ: You know, it may be best in this case  
 10 because -- it is a very complex conversation, and I mean I  
 11 could spend a couple hours here talking to you about  
 12 different noise metrics but simply -- why don't I talk  
 13 into this and make it a little easier to hear.

14 As Mark alluded to, the single events are  
 15 included, and because noise is measured logrythmically, it  
 16 makes it that much more complicated to explain.

17 MS. MECCA: I guess what she's thinking is that  
 18 because it's high and these are all low, does it make  
 19 it --

20 MR. FITZ: It really doesn't. The noisier  
 21 events create the contour to go up or the noise levels to  
 22 go up. Just by nature of that logrhythmic addition, the  
 23 louder events really do dominate this metric. And as an  
 24 example of that, when Mark mentioned that that noise  
 25 monitoring system that he has out there now that operates

Page 44

1 24/7, when they calculate noise exposure contours based on  
 2 those noise monitors, the integrated noise model, actually  
 3 it's a planning tool, and so those contours are actually  
 4 larger than what he's measuring.

5 That's usually what we find. It's a  
 6 planning tool. It's designed to be that way. It gives us  
 7 a little extra cushion in terms of trying to predict  
 8 noise, and those contours do change, and they will  
 9 continue to change, and if that marketing effort is  
 10 successful, like they hope it to be, there is every  
 11 opportunity for this study to go back and be revisited.

12 They have thresholds that, if they exceed  
 13 a threshold of 15 percent and that activity increases  
 14 above that, then they really do need to come back and  
 15 revisit those noise contours, which changes the program  
 16 and can be revisited, and then those boundaries can be  
 17 expanded if that happens.

18 It works the same way in reverse though.  
 19 If activity continues to go down, aircraft get quieter,  
 20 that boundary would shrink. It works both ways.

21 So it's designed -- and again this is a  
 22 program that's voluntary, and the Airport Authorities work  
 23 very hard to maintain that and have been willing to come  
 24 back and continually look at this.

25 Now, there was a time, as Mark mentioned,

Page 45

**A901AC6**  
**PUBLIC MEETING**                      **MARCH 30, 2015**

1     that 161 took some time. So they didn't get back to this  
2     program quite as soon as they had hoped to. But the  
3     advantage to that is they were using much bigger contours  
4     for a longer period of time and had a much bigger  
5     eligibility area and worked with that for a longer period  
6     of time before FAA finally said it's time. Activity is  
7     down. Aircraft are quieter. You need to revisit this.  
8     So it's time.

9             There was a couple questions -- now, this  
10    is a specific noise study. It does not look at those  
11    other issues that Ms. Gee mentioned. It does not look at  
12    water quality. It does not look at air quality. It is  
13    not set out to do that.

14            Are those issues not important? That's  
15    not true. Those issues are every bit as important as  
16    noise. It's just that this study is focused on noises  
17    just purposely. That's what it is. Again there's no  
18    demeaning those other issues, but this is just a noise  
19    study. And I say that "just," but that's what its focus  
20    is, its only focus.

21            MR. NOLAN: How many flights would it take for  
22    that 15 percent you're talking about?

23            MR. FITZ: Well --

24            MR. NOLAN: We didn't qualify it.

25            MR. FITZ: I understand. Off the top of my

Page 46

1     head, that's a hard question.

2            MS. NELLON: The number 15 you accept, and you  
3    gave us --

4            MR. FITZ: That's a threshold, yes.

5            MR. NOLAN: The question is how many flights --

6            MR. FITZ: Let me open up my calculator, and  
7    I'll give you a number.

8            This is a very, very, very ballpark  
9    number. That would probably be right around 20,000  
10   operations at the numbers that they're seeing today.

11           MR. HARDYMENT: And operation being a landing or  
12   a takeoff.

13           MR. FITZ: Again it also varies depending on the  
14   type of operation; so if commercial air carrier increase  
15   significantly or their noise monitoring system is picking  
16   up something significant, there's no reason they have to  
17   stick with the 15 percent. They can always go back and  
18   revisit those contours. But that's one of those  
19   thresholds that they want to -- that it's an automatic  
20   kind to look at.

21           MS. THOMAS: Did you say that would happen every  
22   two years?

23           MR. FITZ: Right now what we suggest is usually  
24   between five and ten years that the program gets  
25   revisited, and that's just a -- but it could happen

Page 47

1     sooner.

2            MS. THOMAS: 80 flights a day, 365 days, you're  
3   talking about almost 30,000 flights a year. So you would  
4   already be into that --

5            MR. FITZ: I'm looking at total operations when  
6   I said 20. If we're talking about 80 flights, 15 percent  
7   of that, it's a much smaller number.

8            MS. MECCA: I think they've been kind to answer  
9   the questions so far. I just want to say thank you very  
10   much. I don't think it's fair of us to continue asking  
11   for specifics on something. So that's my opinion.

12           MR. FITZ: All right. I think we've been  
13   through just about everybody's questions. Again we'll be  
14   here for awhile to answer anybody's one-on-one questions  
15   in the back. It's much easier for us to do that.

16            This isn't your only opportunity to  
17   comment. We have comment sheets that are in the back. We  
18   have a table over here with some pens. Please take some  
19   time. If you have more comments, fill those out. They  
20   will be treated just like the official record. So you  
21   don't have -- if you think of something on the way home,  
22   please take the time to fill those out. We really do  
23   value having those comments and will respond to those as  
24   part of the overall response to comments.

25            Again we'll be back there at the end. I

Page 48

1     think we should turn it back over to our hearing moderator  
2   and see if there's anybody else that wants to come up and  
3   speak on the record.

4            MR. COOPER: Thank you. I don't think we have  
5   any other speaker cards. If not, thank you all for  
6   coming. Representatives from the airport from will be in  
7   the back of the room to hear the questions individually.  
8   Again feel free to fill out the comment cards. Either  
9   leave them with us here at the table where you signed in,  
10   or you can mail them in at a later time if you want to  
11   take a sheet, fill it out at a later time.

12            Thank you again.

13           MR. NOLAN: Thank you.

14           MS. MECCA: Thank you.

15            (ENDING TIME: 7:45 p.m.)

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Page 49

**A901AC6**  
**PUBLIC MEETING**      **MARCH 30, 2015**

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|---|---|---|--|--|
| <p style="text-align: center;"><b>A</b></p> <p>a.m 22:16 38:6<br/> <b>A901AC6</b> 1:25<br/> <b>abatement</b> 9:8,9,13<br/> <b>able</b> 5:10,21,23 9:12,24<br/>             20:5 21:4,12 22:22<br/>             25:17 30:5 35:24<br/> <b>accept</b> 47:2<br/> <b>accepted</b> 8:21 16:5<br/> <b>acknowledge</b> 36:11<br/> <b>Acoustical</b> 15:15<br/> <b>active</b> 23:20 36:23<br/> <b>activity</b> 45:13,19 46:6<br/> <b>actual</b> 40:7,11<br/> <b>ad</b> 33:25<br/> <b>Adams</b> 4:17 5:15<br/> <b>add</b> 11:2,15 42:3<br/> <b>added</b> 11:4<br/> <b>adding</b> 12:2<br/> <b>addition</b> 15:16 44:22<br/> <b>additional</b> 16:4,6,11<br/> <b>address</b> 14:11 16:6 17:13<br/>             18:8 20:9 33:10 39:21<br/> <b>addressed</b> 32:14 39:20<br/> <b>adjust</b> 10:19,23<br/> <b>adjusted</b> 11:19,24<br/> <b>adjustments</b> 9:7<br/> <b>admits</b> 25:2<br/> <b>advantage</b> 11:9 27:21,24<br/>             46:3<br/> <b>advantages</b> 28:9<br/> <b>advised</b> 26:15<br/> <b>advisory</b> 8:3,17<br/> <b>afford</b> 20:5<br/> <b>ago</b> 26:16 28:1 34:18<br/>             36:5<br/> <b>agree</b> 38:9<br/> <b>agreed</b> 38:3,5,16,17,18<br/>             39:18<br/> <b>agreement</b> 38:10,16<br/> <b>AIP</b> 13:21<br/> <b>air</b> 27:22 31:16 34:25<br/>             35:6,10,15,21 38:2,3,4<br/>             38:17 46:12 47:14<br/> <b>aircraft</b> 9:12,22,24 15:11<br/>             15:12 24:15 27:15<br/>             28:25 34:11,16,24 35:6<br/>             35:23,23,25 36:2,4<br/>             37:19 45:19 46:7<br/> <b>Airfield</b> 27:20<br/> <b>airline</b> 25:6 27:22 39:4<br/> <b>airlines</b> 24:18 28:10 29:1<br/>             34:12 35:11 38:22 41:9<br/>             42:14<br/> <b>airplane</b> 34:22 41:14,17<br/>             41:20,24 42:3,9 43:14<br/>             43:15,20<br/> <b>airplanes</b> 35:12<br/> <b>airport</b> 1:5 2:6 5:9,14<br/>             7:19 8:19 10:19 12:8<br/>             13:4,16 15:2,3,4,5,8,13<br/>             15:14,17,23 16:9 17:2,3<br/>             19:2,3,8,9,12,13 24:16<br/>             24:21,24 25:2,5,24 26:1<br/>             26:4,9,15 27:14,21 28:2<br/>             29:4 30:17 31:18 32:2,4<br/>             32:20 33:9 34:16 36:3<br/>             36:23 37:5,17,19 38:1<br/>             40:8,10 41:1 42:12<br/>             45:22 49:6</p> | <p>airport's 17:5 28:11,14<br/>             32:11 33:5<br/> <b>airports</b> 37:10 41:4 43:12<br/> <b>alleged</b> 35:4<br/> <b>allow</b> 19:11<br/> <b>allowed</b> 30:22<br/> <b>allows</b> 28:25 41:9 42:13<br/> <b>alluded</b> 44:14<br/> <b>alphabet</b> 16:24<br/> <b>alphabetical</b> 16:14,15<br/> <b>amendments</b> 12:14,15<br/> <b>American</b> 24:18<br/> <b>amount</b> 41:13,18<br/> <b>announced</b> 26:10,20<br/> <b>annoyance</b> 34:24<br/> <b>answer</b> 8:8 17:8,12 18:10<br/>             18:10,11 21:4,11,17<br/>             23:3,5 29:16 30:24<br/>             33:25 42:24 48:8,14<br/> <b>answered</b> 31:1 41:8<br/> <b>answering</b> 21:11 23:1<br/> <b>answers</b> 17:21 23:4<br/> <b>anybody</b> 25:24 36:25<br/>             49:2<br/> <b>anybody's</b> 48:14<br/> <b>anymore</b> 23:14 24:19<br/>             32:9<br/> <b>anyway</b> 17:4 28:5 42:13<br/> <b>apples-to-apples</b> 34:20<br/> <b>applicable</b> 15:19<br/> <b>appreciate</b> 20:1 21:16<br/>             42:20<br/> <b>appreciated</b> 16:17,21<br/> <b>approach</b> 40:13<br/> <b>appropriate</b> 17:19<br/> <b>approval</b> 7:17<br/> <b>APR</b> 3:3<br/> <b>April</b> 14:12 16:6<br/> <b>area</b> 6:7,10 11:12 13:8<br/>             22:3,4 25:1 28:18 46:5<br/> <b>areas</b> 9:14<br/> <b>argument</b> 22:19<br/> <b>arguments</b> 19:7<br/> <b>arrangement</b> 29:3 37:25<br/>             38:7<br/> <b>article</b> 42:4<br/> <b>asking</b> 48:10<br/> <b>asks</b> 17:16<br/> <b>Associates</b> 6:15 14:11,15<br/> <b>assume</b> 25:17<br/> <b>assumption</b> 36:22 39:24<br/> <b>assumptions</b> 7:21 27:1<br/> <b>assurance</b> 10:12 11:7<br/> <b>assurances</b> 11:8<br/> <b>assure</b> 25:23<br/> <b>asthma</b> 31:19<br/> <b>ATKINSON-BAKER</b> 1:20<br/> <b>attendance</b> 5:17<br/> <b>attention</b> 5:13 19:11<br/> <b>attenuation</b> 26:2<br/> <b>audience</b> 5:14 16:17<br/> <b>Authorities</b> 45:22<br/> <b>authority</b> 8:19 10:19 12:9<br/>             13:16 15:4 16:9 24:21<br/>             26:10 30:17 36:23 38:1<br/> <b>Authority's</b> 5:25 6:1<br/> <b>automatic</b> 47:19<br/> <b>available</b> 13:22 21:18<br/>             30:3,9,10<br/> <b>aviation</b> 7:16 13:21 34:13<br/>             35:1,17,19 36:2</p> | <p><b>avigation</b> 11:6,11<br/> <b>avoid</b> 23:1<br/> <b>aware</b> 39:7<br/> <b>awhile</b> 9:21 28:4 48:14</p> <hr/> <p style="text-align: center;"><b>B</b></p> <p><b>B6</b> 26:12<br/> <b>baby</b> 19:17,19 22:8,10,14<br/> <b>back</b> 8:6 9:21 11:17 14:9<br/>             14:18 17:7 18:4,4,7<br/>             22:6 24:14,19 25:13<br/>             26:13 27:20 34:6 36:9<br/>             37:17 41:21 42:21,25<br/>             43:1 45:11,14,24 46:1<br/>             47:17 48:15,17,25 49:1<br/>             49:7<br/> <b>backyard</b> 19:16,18<br/> <b>ballpark</b> 47:8<br/> <b>bank</b> 36:25<br/> <b>bargain</b> 19:11<br/> <b>based</b> 8:18 10:10 15:5,13<br/>             38:4 45:1<br/> <b>basically</b> 17:4<br/> <b>basis</b> 26:5 37:17,21 43:5<br/>             43:6,13,24,25<br/> <b>bear</b> 34:1<br/> <b>becoming</b> 37:4<br/> <b>beef</b> 34:15<br/> <b>beginning</b> 20:21 27:2,23<br/>             32:17<br/> <b>believe</b> 17:3 26:4,18,22<br/>             26:25 27:14 36:10<br/> <b>benefited</b> 20:2<br/> <b>best</b> 25:24 44:9<br/> <b>better</b> 10:24 14:2<br/> <b>big</b> 9:21 10:22 20:21<br/>             24:17<br/> <b>bigger</b> 46:3,4<br/> <b>bit</b> 34:1 39:23 40:1 46:15<br/> <b>block</b> 31:20 32:19,19<br/> <b>board</b> 40:9<br/> <b>boarding</b> 28:24 29:3<br/>             41:16<br/> <b>boards</b> 8:6 34:6<br/> <b>Bob</b> 1:5 2:6 5:9 15:2,5,8<br/>             25:2 27:21 28:2<br/> <b>born</b> 22:9<br/> <b>bottom</b> 14:12<br/> <b>Boulevard</b> 1:21 3:4 40:11<br/>             40:13,16<br/> <b>boundaries</b> 10:24 11:23<br/>             23:21 25:8,11 45:16<br/> <b>boundary</b> 11:5,16,18,19<br/>             15:16,17 45:20<br/> <b>Brand</b> 1:21<br/> <b>breaker</b> 32:23<br/> <b>breathing</b> 31:19<br/> <b>Brett</b> 4:16 5:16<br/> <b>briefly</b> 7:10<br/> <b>bring</b> 20:18 28:15,15<br/> <b>bringing</b> 23:9<br/> <b>brought</b> 20:5<br/> <b>Brown</b> 4:15 5:15<br/> <b>bubble</b> 25:13<br/> <b>bucket</b> 43:17<br/> <b>Buena</b> 2:13<br/> <b>bug</b> 33:15<br/> <b>build</b> 37:1 40:5<br/> <b>building</b> 12:15<br/> <b>built</b> 40:4<br/> <b>Burbank</b> 1:14 2:14,14 5:2</p> | <p>5:16 16:10 17:5 21:25<br/>         22:7 24:8,11 25:5,22<br/>         26:4 27:24 28:25 29:10<br/>         31:9 39:13<br/> <b>Burbank's</b> 32:13<br/> <b>Burbank-Glendale-Pas...</b><br/>         15:3 16:9<br/> <b>business</b> 16:5 37:6</p> <hr/> <p style="text-align: center;"><b>C</b></p> <p><b>C</b> 3:1<br/> <b>calculate</b> 40:2 45:1<br/> <b>calculator</b> 47:6<br/> <b>calendar</b> 35:7<br/> <b>California</b> 1:14,21 2:15<br/>             3:5 5:2 16:10<br/> <b>call</b> 14:19 25:14 27:23<br/>             33:9 39:12 41:22<br/> <b>called</b> 27:13<br/> <b>cancer</b> 31:19,20<br/> <b>card</b> 14:19,24 16:22<br/> <b>cards</b> 16:12 21:8 49:5,8<br/> <b>carefully</b> 27:1<br/> <b>carrier</b> 34:25 38:8 40:25<br/>             47:14<br/> <b>carriers</b> 35:7,10,15 38:3<br/>             38:3,5,17 39:9<br/> <b>Carvel</b> 28:23<br/> <b>case</b> 44:9<br/> <b>cases</b> 9:3 27:16 31:19<br/> <b>caught</b> 28:23 41:7<br/> <b>cause</b> 32:12<br/> <b>caused</b> 31:17,20<br/> <b>cemetery</b> 20:4<br/> <b>certainly</b> 32:7,14 43:22<br/> <b>Cessna</b> 35:12<br/> <b>cetera</b> 28:7<br/> <b>CFR</b> 7:24<br/> <b>Chad</b> 29:8<br/> <b>chair</b> 5:5<br/> <b>chance</b> 5:6<br/> <b>change</b> 11:16 24:23 28:2<br/>             29:12 37:13 45:8,9<br/> <b>changed</b> 9:6 37:9<br/> <b>changes</b> 12:12 37:18<br/>             45:15<br/> <b>charter</b> 38:23 39:1,4,9,12<br/> <b>check</b> 7:20 42:21<br/> <b>chicken</b> 23:2<br/> <b>cited</b> 43:14<br/> <b>City</b> 5:16 19:10 31:9<br/> <b>claims</b> 24:24<br/> <b>clarify</b> 29:23<br/> <b>clean</b> 32:13<br/> <b>clear</b> 32:13<br/> <b>close</b> 16:5<br/> <b>closer</b> 11:17 31:21<br/> <b>clothes</b> 19:16,17<br/> <b>CNEL</b> 17:9 34:10 40:10<br/>             40:14<br/> <b>code</b> 7:24 11:13 12:15<br/>             15:6<br/> <b>Coffman</b> 6:15 14:11,15<br/> <b>color</b> 11:22<br/> <b>come</b> 5:10,23 18:4 20:10<br/>             24:21 27:3 35:21 41:1<br/>             45:14,23 49:2<br/> <b>comes</b> 41:15 44:7<br/> <b>coming</b> 7:5 36:12,22<br/>             37:17 49:6<br/> <b>commencing</b> 2:15</p> | <p><b>comment</b> 5:24 6:12 14:8<br/>         14:9,19 19:21 30:18,22<br/>         36:8 48:17,17 49:8<br/> <b>comments</b> 5:20,22 6:20<br/>         8:19 12:22 15:25 16:1,4<br/>         16:7,18,20 18:6 20:19<br/>         29:22,24,25 30:1,2,5<br/>         33:3,23 36:9 48:19,23<br/>         48:24<br/> <b>commercial</b> 34:25 35:6<br/>         35:10 38:22,25 47:14<br/> <b>commissioner</b> 5:15,15<br/>         17:2<br/> <b>commissioners</b> 5:14<br/> <b>committee</b> 8:3,17<br/> <b>Communications</b> 3:3<br/>         6:18<br/> <b>communities</b> 12:10<br/> <b>community</b> 6:4 20:16<br/>         23:7,11<br/> <b>community's</b> 22:19<br/> <b>comparatively</b> 34:13,17<br/>         35:1,15<br/> <b>compare</b> 8:15 20:16 42:8<br/> <b>comparing</b> 42:6<br/> <b>comparison</b> 34:20<br/> <b>compatibility</b> 1:5 2:6 7:8<br/>             7:11 8:24 12:11 15:2,5<br/>             15:23 16:3<br/> <b>compatible</b> 9:14<br/> <b>compensated</b> 20:22<br/> <b>competing</b> 33:15<br/> <b>complete</b> 9:17 10:4 16:2<br/> <b>completed</b> 6:6<br/> <b>complex</b> 44:10<br/> <b>complicated</b> 44:16<br/> <b>comprehensive</b> 28:9<br/> <b>concern</b> 32:25<br/> <b>concerns</b> 43:3<br/> <b>conclude</b> 33:13<br/> <b>Conference</b> 2:14<br/> <b>confidence</b> 25:19,21 26:6<br/> <b>confused</b> 24:23<br/> <b>Congress</b> 9:21<br/> <b>considering</b> 38:22<br/> <b>consistent</b> 43:10,11<br/> <b>consultants</b> 37:15<br/> <b>contiguous</b> 9:25<br/> <b>continually</b> 45:24<br/> <b>continue</b> 10:9 18:18<br/>             27:21 45:9 48:10<br/> <b>continued</b> 9:2<br/> <b>continues</b> 45:19<br/> <b>continuing</b> 13:12<br/> <b>contour</b> 7:22 9:6 22:4<br/>             24:13 28:16,18 29:11<br/>             29:12 35:5 40:6,7,9,10<br/>             40:12,14 44:21<br/> <b>contours</b> 8:5,6,11 10:11<br/>             10:14,18,21,25 11:20<br/>             15:8,9,11,14 17:6 22:1<br/>             23:8 27:13 34:4,7,9,10<br/>             34:11 35:3 36:13,16,18<br/>             39:21,22 45:1,3,8,15<br/>             46:3 47:18<br/> <b>control</b> 6:23<br/> <b>conversation</b> 44:10<br/> <b>Cooper</b> 3:3,3 6:18,18,25<br/>             13:25 14:3 16:25 17:13<br/>             17:25 18:18 20:18,25<br/>             21:19,23 24:1,6 27:5</p> |
|---|---|---|--|--|



**A901AC6  
PUBLIC MEETING MARCH 30, 2015**

|   |   |   |  |   |
|---|---|---|--|---|
| <p>29:17,21 30:8 33:5,10<br/>33:13,20,22 39:25 49:4<br/><b>copy</b> 31:9<br/><b>corporate</b> 36:3<br/><b>correct</b> 18:1<br/><b>CORRECTED</b> 1:5 2:6<br/><b>cost</b> 13:15<br/><b>Councilman</b> 5:16<br/><b>country</b> 24:23<br/><b>couple</b> 9:18 13:10 27:25<br/>28:1 38:14 44:11 46:9<br/><b>course</b> 29:2,9 41:10<br/>42:14<br/><b>COURT</b> 1:20<br/><b>covering</b> 33:17<br/><b>create</b> 44:21<br/><b>criteria</b> 11:13<br/><b>CSR</b> 1:24 2:16<br/><b>curfew</b> 9:20 10:2,5 22:11<br/>22:12,20 23:18 26:8<br/>37:23,25 38:23 39:5<br/><b>current</b> 11:18 37:8<br/><b>currently</b> 10:8 41:14<br/><b>cushion</b> 45:7<br/><b>customer</b> 28:6</p> <hr/> <p style="text-align: center;"><b>D</b></p> <hr/> <p><b>D</b> 4:1<br/><b>daily</b> 35:14<br/><b>damage</b> 20:23<br/><b>Dave</b> 4:14 6:14,21,22<br/>13:25 17:25 18:1 33:10<br/>44:8<br/><b>day</b> 23:13 35:10 42:17<br/>48:2<br/><b>days</b> 19:17 29:1,8 41:10<br/>42:13,14 48:2<br/><b>deadline</b> 14:12<br/><b>deal</b> 22:18 23:12,12<br/><b>dealing</b> 36:19,20<br/><b>deals</b> 39:23<br/><b>death</b> 31:20<br/><b>debate</b> 15:24<br/><b>decision</b> 41:1<br/><b>declarative</b> 30:20<br/><b>decline</b> 21:21 35:5,19<br/><b>deficiencies</b> 11:13<br/><b>degree</b> 20:6<br/><b>deliberate</b> 17:23<br/><b>demeaning</b> 46:18<br/><b>demonstrate</b> 34:6<br/><b>denies</b> 18:21<br/><b>depart</b> 9:13<br/><b>department</b> 38:12<br/><b>depending</b> 47:13<br/><b>deplane</b> 42:7<br/><b>deplaning</b> 41:15<br/><b>describe</b> 22:2<br/><b>describing</b> 39:13<br/><b>designed</b> 45:6,21<br/><b>develop</b> 7:23 12:10<br/><b>developed</b> 8:4 12:9 15:9<br/><b>developing</b> 28:8<br/><b>different</b> 38:19 43:7 44:3<br/>44:12<br/><b>direction</b> 9:14<br/><b>directly</b> 21:5 25:22 40:23<br/><b>Director</b> 5:8 16:7<br/><b>disappointed</b> 36:10<br/><b>discouraging</b> 27:11<br/><b>discussion</b> 32:6</p> | <p><b>disengaged</b> 23:10<br/><b>display</b> 8:6<br/><b>disqualified</b> 20:9<br/><b>disseminating</b> 23:6<br/><b>distinguished</b> 5:13<br/><b>divided</b> 32:24<br/><b>document</b> 30:1,10 31:12<br/><b>documentation</b> 16:2<br/><b>Doganoff</b> 19:3<br/><b>doing</b> 11:22 37:12,15<br/>41:17 42:8<br/><b>dominate</b> 44:23<br/><b>Don</b> 4:15 5:15<br/><b>doors</b> 28:25 40:12<br/><b>doubled</b> 33:18<br/><b>dramatic</b> 25:7<br/><b>dramatically</b> 34:8 35:3<br/><b>draw</b> 5:12<br/><b>drawn</b> 17:7<br/><b>drive</b> 41:13<br/><b>drop</b> 9:16<br/><b>dropped</b> 9:3 10:15 11:8<br/>12:8,18 13:11,12 20:13<br/>32:16<br/><b>dropping</b> 9:4<br/><b>due</b> 19:4 27:15<br/><b>dwellings</b> 11:4</p> <hr/> <p style="text-align: center;"><b>E</b></p> <hr/> <p><b>E</b> 3:1,1 4:1<br/><b>ear</b> 32:23<br/><b>ear-breaker</b> 43:14,20,20<br/><b>earlier</b> 37:12<br/><b>early</b> 38:14<br/><b>easier</b> 44:13 48:15<br/><b>east</b> 25:14<br/><b>easterly</b> 26:17<br/><b>eat</b> 21:12<br/><b>economy</b> 19:4,6 25:9<br/><b>effect</b> 35:22<br/><b>effects</b> 6:4,9<br/><b>effort</b> 6:15 7:9,15 8:2,25<br/>21:4 25:4 27:23 40:23<br/>40:25 45:9<br/><b>efforts</b> 28:12,14 36:18<br/><b>either</b> 12:12 49:8<br/><b>elected</b> 15:17<br/><b>element</b> 12:6,25<br/><b>elephant</b> 24:17<br/><b>eligibility</b> 11:12 15:16,17<br/>46:5<br/><b>eligible</b> 12:4 13:20<br/><b>Encino</b> 3:5<br/><b>encouraging</b> 36:16<br/><b>ends</b> 41:24 42:3,9<br/><b>enforce</b> 22:11<br/><b>enforceable</b> 26:8<br/><b>enforced</b> 22:20<br/><b>enforcement</b> 22:12 23:17<br/><b>enunciated</b> 27:1<br/><b>Environmental</b> 5:8 16:8<br/><b>equate</b> 42:18<br/><b>equipment</b> 13:9<br/><b>established</b> 6:6 13:6<br/><b>estimated</b> 28:24<br/><b>et</b> 28:7<br/><b>evening</b> 5:4,7,11,18 14:6<br/>14:17 27:7,9<br/><b>evens</b> 43:25 44:1<br/><b>event</b> 43:8<br/><b>events</b> 44:14,21,23</p> | <p><b>everybody</b> 12:23 41:20<br/><b>everybody's</b> 48:13<br/><b>everyone's</b> 33:3<br/><b>exactly</b> 42:5<br/><b>example</b> 28:23 44:24<br/><b>exceed</b> 45:12<br/><b>exception</b> 24:10<br/><b>excluded</b> 20:3<br/><b>excrement</b> 23:2<br/><b>excruciated</b> 43:23<br/><b>exercise</b> 39:23 40:2<br/>41:19<br/><b>existence</b> 38:2<br/><b>existing</b> 25:13<br/><b>expand</b> 36:13<br/><b>expanded</b> 10:10 13:7,10<br/>45:17<br/><b>expanding</b> 13:3,3<br/><b>expansion</b> 10:17<br/><b>expectation</b> 40:3<br/><b>experimenting</b> 29:3<br/><b>explain</b> 44:4,16<br/><b>explaining</b> 14:25<br/><b>explanations</b> 40:21<br/><b>exposure</b> 6:7 7:8,14 8:4<br/>8:10 9:6 10:24 11:20<br/>15:7,9,10,13 22:1 23:8<br/>45:1<br/><b>extend</b> 34:4<br/><b>extra</b> 45:7<br/><b>eye</b> 28:23 41:7</p> <hr/> <p style="text-align: center;"><b>F</b></p> <hr/> <p><b>FAA</b> 7:17 8:20,21 10:4,20<br/>14:15,22 15:14 18:2<br/>37:9,12 41:3 43:11 46:6<br/><b>facilities</b> 35:22<br/><b>fact</b> 20:12 22:18 25:1<br/>36:11,20 43:4<br/><b>factor</b> 40:23<br/><b>fair</b> 20:20 21:14 43:17,19<br/>43:22 48:10<br/><b>fairness</b> 21:6<br/><b>fall</b> 11:12<br/><b>familiar</b> 19:14<br/><b>family</b> 22:10 23:18<br/><b>far</b> 10:20 25:20 34:4<br/>35:13 40:5 44:8 48:9<br/><b>fashion</b> 43:17,19 44:5<br/><b>faulty</b> 26:6<br/><b>favor</b> 9:21 15:22<br/><b>federal</b> 7:24 13:20 15:7<br/><b>feel</b> 14:13 23:9 49:8<br/><b>feels</b> 19:21<br/><b>feet</b> 22:4<br/><b>fellow</b> 29:7<br/><b>field</b> 27:22 35:21<br/><b>fighting</b> 22:20 26:2<br/><b>figure</b> 42:5<br/><b>FILE</b> 1:25<br/><b>filing</b> 14:14<br/><b>fill</b> 14:8,18,23 48:19,22<br/>49:8,11<br/><b>final</b> 16:2<br/><b>finally</b> 26:13 46:6<br/><b>find</b> 5:5 25:12 37:4,7 45:5<br/><b>finger</b> 24:4,6<br/><b>finish</b> 31:6<br/><b>finished</b> 12:24 35:8<br/><b>first</b> 5:14 6:5,14 16:22,24<br/>19:8 21:7 24:9 34:3</p> | <p><b>fits</b> 24:12<br/><b>Fitz</b> 4:14 6:14,21 7:2<br/>12:20 18:3,12 29:23<br/>30:9,13,16 31:8 33:12<br/>44:9,20 46:23,25 47:4,6<br/>47:13,23 48:5,12<br/><b>five</b> 12:8 13:14 24:11<br/>47:24<br/><b>five-year</b> 7:21<br/><b>fleet</b> 34:17,25 36:2<br/><b>flier</b> 36:5,5<br/><b>flies</b> 28:11<br/><b>flight</b> 7:18 32:5 37:1 38:9<br/>39:1,4,10,12 41:16 42:1<br/><b>flights</b> 19:5 25:7 27:17,17<br/>28:15,16,21 29:12 35:9<br/>35:16 38:5,24 42:2,17<br/>46:21 47:5 48:2,3,6<br/><b>Floor</b> 1:21<br/><b>fly</b> 9:24 24:15 31:17 36:4<br/>36:7 39:5<br/><b>flying</b> 22:15 29:1,8 34:22<br/>35:11 38:23 41:10<br/>42:14<br/><b>focus</b> 46:19,20<br/><b>focused</b> 46:16<br/><b>folks</b> 5:21 17:5<br/><b>follow</b> 23:20 25:17<br/><b>followed</b> 6:16<br/><b>following</b> 17:23 18:24<br/><b>forecast</b> 7:16,22 8:2<br/>36:21 37:8 40:5,9,18,24<br/><b>forgot</b> 17:8,11<br/><b>form</b> 14:8,9,12<br/><b>formal</b> 14:21<br/><b>formulated</b> 6:17<br/><b>forth</b> 32:6<br/><b>forum</b> 15:24<br/><b>forward</b> 9:16 12:21 27:12<br/>36:17 37:5<br/><b>forwarded</b> 9:1<br/><b>found</b> 10:3 27:12 35:24<br/><b>four</b> 10:7 28:10<br/><b>free</b> 14:13 49:8<br/><b>frequent</b> 37:10<br/><b>frequently</b> 41:4<br/><b>friend</b> 20:4<br/><b>friends</b> 31:21<br/><b>front</b> 28:25 41:17<br/><b>fruition</b> 36:22<br/><b>fuel</b> 36:1,6<br/><b>Fund</b> 13:21<br/><b>funding</b> 13:20<br/><b>future</b> 37:16,21 40:24</p> <hr/> <p style="text-align: center;"><b>G</b></p> <hr/> <p><b>gain</b> 37:24<br/><b>Gary</b> 4:16 5:16<br/><b>gate</b> 38:11<br/><b>Gee</b> 16:22,24 17:1,1,19<br/>18:19 20:20 21:21<br/>22:24 23:5 31:1,5,13<br/>33:7,15,21 34:9 43:1,18<br/>44:1 46:11<br/><b>Gee's</b> 21:1 30:5 34:3<br/><b>Geer</b> 1:24 2:16<br/><b>general</b> 12:14 34:12 35:1<br/>35:17,19 36:2<br/><b>generate</b> 7:21 17:22<br/><b>getting</b> 19:10 20:11 26:17<br/>43:20</p> | <p><b>GIS</b> 13:3,6<br/><b>give</b> 5:5 15:20 21:21 47:7<br/><b>given</b> 21:2<br/><b>gives</b> 45:6<br/><b>Glendale</b> 1:21 23:11<br/><b>go</b> 14:24 22:6 24:22<br/>28:22 30:17 31:5 32:23<br/>33:18 43:14,14,23<br/>44:21,22 45:11,19<br/>47:17<br/><b>going</b> 6:8,20 7:9,10 9:15<br/>9:16 10:15,17,23 11:10<br/>11:11 12:7,8,17 13:10<br/>19:23 20:15 21:4,21<br/>22:21 23:16,20,22<br/>24:18,20 25:14,17<br/>27:25 28:4,15 30:24<br/>32:4 33:24 36:13,25<br/>37:1,4,14 39:16 40:7,11<br/><b>good</b> 5:4,7 14:23 20:3<br/>27:7<br/><b>graphic</b> 7:13 11:17<br/><b>great</b> 28:6<br/><b>green</b> 11:22<br/><b>grew</b> 22:25<br/><b>ground</b> 32:13,15 41:14<br/><b>group</b> 21:3,6<br/><b>Grove</b> 40:15<br/><b>grow</b> 22:1<br/><b>guess</b> 20:13 44:17<br/><b>guests</b> 5:13<br/><b>guidelines</b> 15:6 18:2</p> <hr/> <p style="text-align: center;"><b>H</b></p> <hr/> <p><b>hand</b> 14:4<br/><b>handled</b> 43:9<br/><b>hang</b> 26:3<br/><b>hanging</b> 19:16<br/><b>happen</b> 39:24 40:2,3 41:1<br/>47:21,25<br/><b>happened</b> 36:21<br/><b>happening</b> 39:8,13<br/><b>happens</b> 45:17<br/><b>happy</b> 18:8 34:5<br/><b>hard</b> 45:23 47:1<br/><b>Hardyment</b> 4:13 5:4,7<br/>16:7 21:1,17 31:11<br/>33:24 34:10 39:6,11,16<br/>39:20 40:1,20 41:12<br/>42:22,25 43:19 44:2<br/>47:11<br/><b>hazard</b> 32:25<br/><b>head</b> 19:23 47:1<br/><b>heads</b> 25:16<br/><b>health</b> 31:22<br/><b>hear</b> 16:17 18:10,23 21:7<br/>23:4 32:9 36:11 44:13<br/>49:7<br/><b>heard</b> 19:21 43:23<br/><b>hearing</b> 1:4 2:5,13 5:21<br/>6:19 15:1,20,24 16:1<br/>17:20,21,24 18:17,21<br/>18:21,22 19:24 20:8<br/>30:14,17,23 31:24 32:1<br/>49:1<br/><b>help</b> 12:11 22:12 23:22<br/>26:2 39:18 40:22<br/><b>helped</b> 22:21<br/><b>helpful</b> 20:17<br/><b>helpless</b> 23:10<br/><b>high</b> 35:13 44:18</p> |
|---|---|---|--|---|

**A901AC6  
PUBLIC MEETING MARCH 30, 2015**

|  |  |  |  |   |
|--|--|--|--|---|
| <p><b>high-end</b> 36:3<br/> <b>highlight</b> 27:23<br/> <b>history</b> 19:13,23<br/> <b>hitting</b> 40:15<br/> <b>hobby</b> 36:7<br/> <b>hoc</b> 33:25<br/> <b>hold</b> 12:22 24:5<br/> <b>holding</b> 38:17<br/> <b>Hollywood</b> 16:10 17:10 25:5,14<br/> <b>home</b> 20:5,11,15 22:7 26:3 48:21<br/> <b>homeowners</b> 34:14<br/> <b>homes</b> 11:12,21 20:13,14 25:25<br/> <b>hope</b> 1:5 2:6 5:9 15:2,5,8 25:2 26:21 27:21 28:2 37:24 45:10<br/> <b>hoped</b> 46:2<br/> <b>hopeful</b> 36:12<br/> <b>hoping</b> 22:1<br/> <b>hour</b> 41:23<br/> <b>hours</b> 16:5 43:22 44:11<br/> <b>house</b> 22:9 23:13 32:23 34:22<br/> <b>huh</b> 16:24<br/> <b>hundred</b> 12:4</p> <hr/> <p style="text-align: center;"><b>I</b></p> <p><b>idea</b> 25:25<br/> <b>imagine</b> 19:18<br/> <b>impact</b> 13:8 25:7 26:19<br/> <b>impacted</b> 25:22<br/> <b>implementation</b> 10:4<br/> <b>implemented</b> 9:10,15 10:16 12:13,16 15:19<br/> <b>implementing</b> 12:17<br/> <b>important</b> 27:9 46:14,15<br/> <b>importantly</b> 27:16<br/> <b>improvements</b> 9:11 20:1<br/> <b>inadequate</b> 32:17,21<br/> <b>inception</b> 6:2<br/> <b>included</b> 10:11 13:2 14:14 16:2 44:15<br/> <b>includes</b> 35:11<br/> <b>incorporate</b> 36:18<br/> <b>incorporating</b> 12:14<br/> <b>increase</b> 27:22 29:11 47:14<br/> <b>increases</b> 45:13<br/> <b>indicated</b> 41:3<br/> <b>individually</b> 17:21 30:4 49:7<br/> <b>individuals</b> 6:14<br/> <b>ineffective</b> 37:23,24<br/> <b>influenced</b> 24:25<br/> <b>information</b> 8:5,7,9,15,18 23:6 26:13 32:2 42:11<br/> <b>inside</b> 11:4<br/> <b>insignificant</b> 23:10<br/> <b>instances</b> 28:20<br/> <b>instill</b> 25:21<br/> <b>insulated</b> 10:13 11:14,21 20:11<br/> <b>insulation</b> 10:8,20 11:23 12:5 13:7,17,19 20:1,6<br/> <b>insult</b> 26:2<br/> <b>integrated</b> 45:2<br/> <b>intended</b> 15:20<br/> <b>intent</b> 29:24<br/> <b>interest</b> 12:17,19,20,21</p> | <p>25:24 38:21<br/> <b>interested</b> 17:6 29:15<br/> <b>interesting</b> 27:12<br/> <b>International</b> 29:4<br/> <b>inventory</b> 8:1<br/> <b>invested</b> 35:21<br/> <b>involved</b> 7:15 24:14<br/> <b>issues</b> 15:24 17:3 22:19 23:12,13 46:11,14,15 46:18</p> <hr/> <p style="text-align: center;"><b>J</b></p> <p><b>jet</b> 35:12,14<br/> <b>justifying</b> 40:22</p> <hr/> <p style="text-align: center;"><b>K</b></p> <p><b>Karen</b> 1:24 2:16<br/> <b>keep</b> 11:13 22:20 37:3 39:16 43:9,11<br/> <b>keeping</b> 39:15<br/> <b>keeps</b> 38:12<br/> <b>kind</b> 8:13 9:25 33:24,25 47:20 48:8<br/> <b>know</b> 18:14 20:14 21:9 23:19 27:15,25 28:3 29:13,14 32:11,19 33:8 33:9 36:15 37:23 39:8 39:11 40:20 41:6 42:12 44:4,9<br/> <b>knowing</b> 29:15<br/> <b>known</b> 19:13<br/> <b>knows</b> 17:15</p> <hr/> <p style="text-align: center;"><b>L</b></p> <p><b>lack</b> 12:16,19,20 17:23 25:19<br/> <b>lady</b> 26:14<br/> <b>land</b> 12:6<br/> <b>landing</b> 47:11<br/> <b>Lankershim</b> 40:16<br/> <b>large</b> 38:16<br/> <b>larger</b> 10:10 45:4<br/> <b>launched</b> 8:23<br/> <b>laundry</b> 39:17<br/> <b>Laurel</b> 40:15<br/> <b>Laverne</b> 27:6 40:20<br/> <b>lead</b> 6:13 40:25<br/> <b>Leaders</b> 27:20<br/> <b>lease</b> 35:25<br/> <b>leave</b> 14:9 49:9<br/> <b>led</b> 6:15<br/> <b>legitimately</b> 34:15<br/> <b>let's</b> 9:8 41:19,22<br/> <b>level</b> 43:21 44:1,2,3<br/> <b>levels</b> 44:21<br/> <b>Library</b> 2:14<br/> <b>life</b> 11:9<br/> <b>line</b> 11:19 19:17<br/> <b>lion's</b> 13:17<br/> <b>list</b> 21:10,20 39:17<br/> <b>listen</b> 23:24<br/> <b>little</b> 25:13,15 34:1 44:13 45:7<br/> <b>live</b> 21:25 22:3,3 26:3<br/> <b>lived</b> 19:1 32:10<br/> <b>lives</b> 20:4<br/> <b>living</b> 20:7,22<br/> <b>load</b> 42:3,8<br/> <b>location</b> 32:3<br/> <b>Lockheed</b> 19:8 38:2</p> | <p><b>logrhythmic</b> 44:22<br/> <b>logrhythmically</b> 44:15<br/> <b>long</b> 32:10 39:17 42:6,7<br/> <b>longer</b> 9:24 15:19 26:16 46:4,5<br/> <b>look</b> 6:8 8:13,14 11:18 23:17 25:12 32:25 36:17 38:11 45:24 46:10,11,12 47:20<br/> <b>looked</b> 9:1<br/> <b>looking</b> 19:19 29:11 36:17 37:6 48:5<br/> <b>looks</b> 8:25 17:23 23:16 27:20<br/> <b>losing</b> 19:10<br/> <b>lot</b> 11:21 12:10,12<br/> <b>loud</b> 7:3 14:1,3 22:16 43:16<br/> <b>louder</b> 7:1 14:4 22:8,8 44:23<br/> <b>low</b> 35:13 41:22 44:18<br/> <b>lower</b> 44:1,2,3<br/> <b>lung</b> 31:21</p> <hr/> <p style="text-align: center;"><b>M</b></p> <p><b>M</b> 3:3<br/> <b>mail</b> 14:13 49:10<br/> <b>main</b> 39:8<br/> <b>maintain</b> 12:11 38:3 45:23<br/> <b>major</b> 20:8<br/> <b>making</b> 30:21 32:24 36:2 40:25<br/> <b>MALE</b> 12:19 18:14 21:15 30:14<br/> <b>management</b> 12:25<br/> <b>mandated</b> 9:21<br/> <b>map</b> 7:8 15:10 25:13<br/> <b>maps</b> 6:7 7:14<br/> <b>March</b> 1:15 2:16<br/> <b>Margie</b> 16:22,23 17:1 18:14 21:21<br/> <b>Mark</b> 4:13 5:7 7:6,7,15 8:21 16:7 29:22 33:22 44:14,24 45:25<br/> <b>marketing</b> 36:18,24 37:7 37:7 40:23,24 45:9<br/> <b>MARTIN</b> 3:3<br/> <b>Marty</b> 6:17 7:3 13:24<br/> <b>match</b> 10:24<br/> <b>mathematic</b> 39:23<br/> <b>mathematical</b> 40:1<br/> <b>matter</b> 18:25 27:10 31:24<br/> <b>McKAY</b> 6:23 7:1 14:2 18:17 30:20 38:21 39:10,15,19<br/> <b>mean</b> 25:15 29:6,9,10,10 32:5 33:3 34:14,21 41:11 42:13,16,17 44:10<br/> <b>meant</b> 26:22<br/> <b>measurably</b> 34:17 35:1<br/> <b>measure</b> 9:16 10:15 11:8 11:10 12:7 43:7<br/> <b>measured</b> 34:18 40:7,12 43:5,9,10 44:15<br/> <b>measurement</b> 13:9<br/> <b>measures</b> 8:25 9:9,15,18 10:5,7,13 11:1 12:7,8 12:11,12,17 13:2,10,11 15:18</p> | <p><b>measuring</b> 45:4<br/> <b>Mecca</b> 18:9 21:14,16,19 21:20 30:24 31:4 42:19 44:17 48:8 49:14<br/> <b>meet</b> 11:12<br/> <b>meeting</b> 1:13 4:3 8:16 26:15 30:19<br/> <b>meetings</b> 28:10<br/> <b>meets</b> 38:18<br/> <b>member</b> 23:10<br/> <b>Members</b> 4:18<br/> <b>memorized</b> 35:18<br/> <b>mentioned</b> 7:7,15 8:21 28:17 31:16 44:24 45:25 46:11<br/> <b>merger</b> 24:20<br/> <b>met</b> 8:2<br/> <b>method</b> 24:4<br/> <b>methodology</b> 34:19<br/> <b>metric</b> 43:8 44:23<br/> <b>metrics</b> 44:12<br/> <b>microphone</b> 16:15<br/> <b>middle</b> 32:19<br/> <b>migration</b> 35:20<br/> <b>Mike</b> 21:23,24 24:2,9 36:15<br/> <b>mile</b> 19:1<br/> <b>million</b> 10:20 13:16,18 35:9<br/> <b>mind</b> 25:24 44:7<br/> <b>minute</b> 12:23<br/> <b>minutes</b> 16:20 20:19 21:21 24:4,12 27:8,10 31:2 33:18 38:14 41:19 41:21,22 42:1<br/> <b>missed</b> 35:9<br/> <b>mitigate</b> 6:3,9<br/> <b>mitigation</b> 10:6,7,7,25 13:18 22:22<br/> <b>mix</b> 12:3<br/> <b>mixed</b> 26:18<br/> <b>model</b> 40:14 45:2<br/> <b>modeling</b> 7:21<br/> <b>moderator</b> 6:18 49:1<br/> <b>moment</b> 14:19 29:19 36:10<br/> <b>Monday</b> 2:15<br/> <b>monies</b> 13:22<br/> <b>monitor</b> 32:18<br/> <b>monitoring</b> 7:20 13:1,4 13:12 32:16 43:2 44:25 47:15<br/> <b>monitors</b> 32:21 45:2<br/> <b>month</b> 28:10<br/> <b>morning</b> 34:23 38:24<br/> <b>move</b> 27:12<br/> <b>moved</b> 22:6<br/> <b>Moving</b> 10:6<br/> <b>Moynaham</b> 21:23,24<br/> <b>Moynahan</b> 21:24 36:10<br/> <b>multi-family</b> 11:3,3 12:2<br/> <b>multiply</b> 42:1</p> <hr/> <p style="text-align: center;"><b>N</b></p> <p><b>N</b> 3:1 4:1<br/> <b>name</b> 5:7 17:1 21:24 24:9 24:23 28:2 37:3<br/> <b>names</b> 14:19<br/> <b>natural</b> 32:13<br/> <b>nature</b> 12:15 13:5 44:22<br/> <b>NCP</b> 15:18</p> | <p><b>necessary</b> 11:9<br/> <b>need</b> 9:6,11 10:21 18:10 21:6 28:2 39:16 45:14 46:7<br/> <b>needed</b> 9:2<br/> <b>needs</b> 38:18<br/> <b>neighborhood</b> 19:1<br/> <b>neighbors</b> 31:18<br/> <b>NELLON</b> 47:2<br/> <b>neutral</b> 15:22<br/> <b>never</b> 24:7<br/> <b>new</b> 6:6 11:4 26:11 32:2,4 41:16<br/> <b>newer</b> 35:21<br/> <b>newspaper</b> 29:7<br/> <b>night</b> 9:13 21:3 22:15,23 23:13,14,18,23<br/> <b>nights</b> 22:9<br/> <b>nodding</b> 25:16<br/> <b>noise</b> 1:5 2:6 6:4,7,9 7:8 7:8,11,14,16,19 8:4,6 8:10,24 9:5,8,9,13 10:6 10:11,24 11:20 13:3,21 15:2,4,7,9,10,13,23 16:3 19:5 20:7 21:25 22:19 23:8,13 26:1 27:13 28:18 29:12 32:16,18,22,25 34:15 34:20 43:1,4,7,8,10,17 44:12,15,21,24 45:1,2,2 45:8,15 46:10,16,18 47:15<br/> <b>noises</b> 46:16<br/> <b>noisier</b> 44:20<br/> <b>Nolan</b> 24:2,3,7,9 36:15 39:20 40:19 46:21,24 47:5 49:13<br/> <b>normal</b> 16:5<br/> <b>normally</b> 43:9<br/> <b>north</b> 1:21 2:13 40:12<br/> <b>northwest</b> 26:12<br/> <b>note</b> 27:13<br/> <b>noted</b> 29:2 34:2<br/> <b>notice</b> 17:8,11<br/> <b>notified</b> 17:22<br/> <b>number</b> 15:11 25:7 35:5 35:16 47:2,7,9 48:7<br/> <b>numbers</b> 11:25 27:3 35:18 41:21 47:10</p> <hr/> <p style="text-align: center;"><b>O</b></p> <p><b>o'clock</b> 34:22 38:14<br/> <b>o0o--</b> 5:1<br/> <b>object</b> 27:7<br/> <b>obviously</b> 28:13 29:7 42:11<br/> <b>October</b> 6:6 8:21<br/> <b>offer</b> 21:2<br/> <b>offered</b> 11:11<br/> <b>offering</b> 23:3 39:12<br/> <b>official</b> 48:20<br/> <b>officially</b> 18:6<br/> <b>officials</b> 27:21 28:24<br/> <b>oh</b> 29:18<br/> <b>Okay</b> 7:2 16:13 21:23 33:15<br/> <b>old</b> 19:7 22:14<br/> <b>older</b> 9:22<br/> <b>once</b> 21:8<br/> <b>one-on-one</b> 44:6 48:14<br/> <b>ones</b> 37:12</p> |
|--|--|--|--|---|

**A901AC6  
PUBLIC MEETING MARCH 30, 2015**

|  |   |  |   |   |
|--|---|--|---|---|
| <p>ongoing 5:24 10:8 37:13<br/>open 12:23 47:6<br/>operated 34:18<br/>operates 44:25<br/>operating 42:2<br/>operation 40:17 47:11,14<br/>operations 15:12 34:16<br/>35:6,13,14 37:19 47:10<br/>48:5<br/>operators 35:20,23<br/>opinion 48:11<br/>opinions 26:18<br/>opportunities 30:18<br/>opportunity 5:21 6:11<br/>14:16 15:21 31:15<br/>45:11 48:16<br/>opposed 43:5<br/>opposition 15:22<br/>option 10:12 11:6,11,14<br/>oral 15:21<br/>order 16:14,15 28:14<br/>originally 25:6<br/>outreach 25:23<br/>outside 21:25 22:4 25:1<br/>38:23 39:5<br/>overall 48:24<br/>overlay 12:14<br/>overnight 41:2</p> <hr/> <p style="text-align: center;"><b>P</b></p> <hr/> <p>P 3:1,1<br/>p.m 2:15 38:6 49:15<br/>page 4:3 28:22<br/>Palm 25:3<br/>Palmdale 37:5<br/>paper 27:18 28:1<br/>parcels 12:3<br/>part 1:5 2:6 5:24,25 6:2<br/>7:24 8:12 9:19,23,25<br/>10:22 11:7 14:22 15:1,7<br/>16:19 18:20 19:12,24<br/>24:24 31:23 32:1,6<br/>37:10,11,13,14,15,20<br/>41:3 43:10 48:24<br/>participate 14:6<br/>participated 24:15<br/>particular 5:12 24:6<br/>particularly 27:14,17<br/>partly 22:11<br/>Pasadena 23:11<br/>passengers 19:22 28:24<br/>35:9 41:17<br/>patterns 32:5<br/>pens 48:18<br/>people 16:14,16 17:20<br/>18:7,21,23 19:13 20:2,9<br/>20:22 23:11,11 24:20<br/>24:22 25:1,21,25 26:2<br/>27:8 28:3 29:15 31:18<br/>32:10 33:8 39:18<br/>percent 13:19,20,23<br/>45:13 46:22 47:17 48:6<br/>period 32:23,24 38:9 46:4<br/>46:5<br/>periodic 37:17<br/>permanent 7:19 13:3<br/>person 23:9,21<br/>personally 31:19<br/>phase 6:5,8 7:8 8:23<br/>phase-out 9:20,22,23<br/>10:5</p> | <p>phonetic 19:3<br/>pick 14:13 39:9<br/>picked 29:8 37:19 41:2<br/>picking 47:15<br/>piece 13:1 40:21<br/>pinned 26:21<br/>placed 33:5<br/>places 26:11<br/>plan 10:21 12:14 13:2<br/>22:22 26:20<br/>plane 19:18,20,22 41:21<br/>41:23<br/>planes 22:8,15,17 23:22<br/>31:17 34:13<br/>planning 45:3,6<br/>plans 28:19<br/>please 14:7,18 16:6,18<br/>24:5 48:18,22<br/>point 5:20 26:6 28:13<br/>30:16<br/>pollution 32:8,12<br/>poor 20:10 31:16<br/>possible 32:3 39:3<br/>pre-sell 39:4<br/>predict 45:7<br/>prefer 14:10<br/>prepared 15:4 16:1 24:11<br/>preposterous 32:3<br/>presence 17:5<br/>present 4:12 15:21 28:9<br/>presentation 6:16<br/>presented 15:25 26:5<br/>President 3:3<br/>presold 39:1<br/>pretty 20:21<br/>prevent 26:17<br/>prevented 37:12<br/>previous 8:11,13 9:1 10:9<br/>11:7<br/>previously 7:15 31:15<br/>price 20:14 36:1,6<br/>primary 15:10<br/>principal 6:15<br/>probably 39:6 41:22 47:9<br/>problem 32:11<br/>problems 31:18,21,22<br/>process 6:13,19 7:9,13<br/>12:13 30:20<br/>program 1:5 2:6 6:2 7:9<br/>7:12 8:11,14,24 9:3,16<br/>10:8,9,12 11:3,4,7,10<br/>12:9,25 13:1,8,12,15,19<br/>13:22 14:6 15:2,5,15,23<br/>16:3 20:2,12,17 36:24<br/>37:2 45:15,22 46:2<br/>47:24<br/>programs 5:9 6:3,9,12<br/>16:8<br/>proposed 6:9,12<br/>proposition 19:10<br/>protective 37:5<br/>proud 26:3<br/>public 1:4,13 2:5,13 4:3<br/>4:18 5:10,21 6:12,19<br/>8:3 14:8,8,19 15:1,20<br/>15:21,24 17:24 19:24<br/>30:10,18 31:12<br/>publications 32:20<br/>publicly 26:10<br/>publishing 33:2<br/>pulled 30:2</p> | <p>purchase 10:12 11:7,8,11<br/>19:12<br/>purchasing 20:12,14<br/>purpose 9:10 14:25 18:5<br/>purposely 46:17<br/>push 38:11<br/>pushing 12:21<br/>put 16:13 32:18<br/>puts 20:21</p> <hr/> <p style="text-align: center;"><b>Q</b></p> <hr/> <p>quadrant 26:12<br/>qualify 39:14 46:24<br/>quality 31:17 46:12,12<br/>quarter 38:24<br/>question 17:9 18:10,11<br/>25:9 38:20 47:1,5<br/>questions 8:7,8 17:15,17<br/>17:22 18:3,7,8,13 21:2<br/>21:5,7,9,10,11,12,13,17<br/>31:3,7 33:25 34:2,3<br/>36:9 46:9 48:9,13,14<br/>49:7<br/>quieter 15:12 22:17 23:22<br/>27:15 28:19 34:17 35:2<br/>45:19 46:7<br/>quite 25:5 43:16 46:2</p> <hr/> <p style="text-align: center;"><b>R</b></p> <hr/> <p>R 3:1<br/>raised 21:5 36:8 43:4<br/>RATP 15:15,16<br/>Ray 4:17 5:15<br/>reached 17:9 38:1<br/>reaching 40:14<br/>read 21:13 25:18 27:18<br/>28:1 42:4<br/>reading 14:21<br/>real 7:3,10 32:18<br/>really 8:25 13:1 22:12<br/>26:4 28:23 44:20,23<br/>45:14 48:22<br/>rear 28:25<br/>reason 15:10 32:9 47:16<br/>reasonable 36:22 39:24<br/>40:3<br/>reasons 9:3,5 28:18<br/>reassure 25:23<br/>reboard 42:7<br/>rebranding 25:4 28:12,14<br/>receive 17:16<br/>receiving 20:23<br/>reciprocal 30:22<br/>recognize 19:4 24:21<br/>recommendation 13:13<br/>recommended 10:9,10<br/>12:7<br/>record 14:22 15:25 18:6<br/>18:25 26:9 31:24 48:20<br/>49:3<br/>recorded 43:20,24<br/>recording 26:23<br/>records 38:12<br/>recreational 36:4,5<br/>rectangle 25:15<br/>red 11:19<br/>reduce 29:4<br/>reduced 15:8,11,13 35:3<br/>reduction 27:13,16,17<br/>28:18 35:4,16 40:6,6</p> | <p>reference 21:1<br/>reflect 32:17<br/>reflects 11:20<br/>register 5:22<br/>regular 37:21<br/>regulations 7:23,24 15:7<br/>rejected 10:4<br/>relate 29:7<br/>relationship 38:4<br/>reloaded 41:23<br/>remains 30:20<br/>remarks 24:11<br/>remember 12:2<br/>remembered 17:7<br/>remove 26:20<br/>renting 22:7<br/>repair 20:6<br/>replace 20:15 26:20<br/>report 27:2 28:9 31:20<br/>REPORTED 1:24<br/>reporter 16:16<br/>REPORTERS 1:20<br/>Representatives 49:6<br/>represents 11:19<br/>required 32:1 37:10<br/>requirement 8:12<br/>requirements 7:22 15:6<br/>requiring 15:14 41:3<br/>resident 21:25<br/>Residential 15:15<br/>residents 29:10<br/>residue 32:15<br/>respect 34:14<br/>respond 18:12,19 33:4<br/>48:23<br/>responded 29:25 30:2<br/>31:24 32:7<br/>responding 18:22 29:24<br/>response 17:17 18:22<br/>31:6 48:24<br/>responses 16:1 30:1,5<br/>responsible 23:6<br/>rest 9:24 16:16<br/>restrict 16:18<br/>result 34:11 35:2 40:6<br/>results 26:7 32:20 36:20<br/>retracted 34:11<br/>reverse 45:18<br/>review 15:18<br/>reviewed 8:11,20<br/>reviewing 27:20<br/>revise 15:14,18<br/>revised 8:18 9:2 12:7<br/>15:23 16:3<br/>revising 9:5 15:16<br/>revision 1:5 2:6 8:24<br/>10:18 15:1,4<br/>revisions 7:11<br/>revisit 45:15 46:7 47:18<br/>revisited 7:18 45:11,16<br/>47:25<br/>right 7:2 12:1 13:15 21:22<br/>22:7 24:18 38:8 40:4,9<br/>40:10,11,15 47:9,23<br/>48:12<br/>rigorous 9:19<br/>road 30:15<br/>room 2:14 14:18 18:4<br/>24:18 26:13 36:15<br/>39:22 49:7<br/>Roseanne 21:19</p> | <p>rule 24:10<br/>run-off 32:12<br/>running 17:3<br/>runway 7:19 9:12 19:2<br/>38:13 40:13<br/>runways 32:12,15</p> <hr/> <p style="text-align: center;"><b>S</b></p> <hr/> <p>S 3:1 11:19<br/>SAC 8:3<br/>Sacramento 29:4 41:14<br/>satisfactory 25:5 32:7<br/>Saturday 38:24<br/>save 31:6 42:1<br/>savings 42:4,6<br/>say 19:9<br/>saying 17:14,21<br/>says 28:23 41:9,13<br/>scale 44:2,3<br/>schedule 35:14 38:4,5<br/>43:13<br/>scheduled 35:13 38:9<br/>39:10<br/>schedules 5:23<br/>schools 10:11,13,14<br/>screen 32:21<br/>seaport 35:11<br/>second 6:8 7:7 28:22<br/>Secondly 14:16<br/>see 11:21,25 14:8 25:13<br/>25:15,23 27:2 28:10<br/>30:5 35:14 36:2 37:16<br/>37:17 39:8,15 43:21<br/>49:2<br/>seeing 19:20,22 47:10<br/>seen 35:19 37:22<br/>send 14:11<br/>sense 23:3 24:14<br/>sensor 23:1<br/>sent 30:3<br/>separate 26:11<br/>serve 15:12<br/>service 27:22 28:6<br/>set 13:21 46:13<br/>setting 23:1<br/>severe 31:22 32:11<br/>shake 23:14<br/>share 13:17<br/>sharing 22:24<br/>sheet 49:11<br/>sheets 48:17<br/>shook 22:9,10<br/>short 5:19 25:9 28:5<br/>show 26:9<br/>showed 32:20<br/>showing 32:21<br/>shows 7:14 40:10,14<br/>shrink 22:5 26:25 45:20<br/>shrinkage 24:13<br/>shrinking 23:21 25:8<br/>39:21<br/>shrunk 22:2 34:7,7<br/>shrunk 25:10<br/>side 13:22<br/>sided 25:9<br/>sides 17:3<br/>sign 5:6<br/>signed 14:7 49:9<br/>significant 25:12 32:3<br/>47:16<br/>significantly 40:16,17</p> |
|--|---|--|---|---|

**A901AC6  
PUBLIC MEETING MARCH 30, 2015**

|   |   |  |                               |   |  |   |
|---|---|--|-------------------------------|---|--|---|
| 47:15<br>similar 29:3 34:20<br>simpler 44:5<br>simply 19:8 44:12<br>single 43:8 44:14<br>single-engine 35:12<br>single-event 43:5<br>single-family 12:1<br>sir 27:14 31:10<br>sit 44:5<br>six 12:6 13:2 27:19<br>sixty 12:4<br>size 10:19 15:8,13 21:3<br>sleep 22:23 23:18<br>small 35:12,23<br>smaller 10:18,22 11:20<br>15:11 35:25 40:8,16,17<br>48:7<br>sold 19:9<br>somebody 24:4 39:11<br>soon 46:2<br>sooner 48:1<br>sorry 20:2<br>sort 17:13<br>sound 10:7,13,20 11:14<br>11:21,23 12:5 13:7,17<br>13:18 20:1 22:22<br>south 19:2 20:4 40:10<br>Southwest 29:2<br>space 35:24,25<br>speak 7:3 14:4,17,17<br>16:14 27:9 31:15 39:25<br>49:3<br>speaker 14:24 16:11 21:8<br>27:6 49:5<br>speakers 21:9<br>specific 46:10<br>specifically 28:17,20<br>29:6 41:6 43:3<br>specifics 48:11<br>specify 24:7<br>spend 44:11<br>spent 10:19 13:16<br>spirit 17:24 18:24<br>spoke 42:11<br>spokesperson 17:4<br>spread 43:4,21,24<br>Springs 25:3<br>staff 25:2 26:18 28:8<br>staffers 25:15<br>stage 9:22 24:15<br>standards 20:10 26:1<br>stands 7:24<br>start 9:8 14:21 21:11<br>Starting 7:13<br>starts 24:3<br>State 19:11<br>stated 28:17<br>statement 14:22,25<br>statements 30:21<br>States 9:25<br>stay 23:20<br>step 11:2<br>stepped 39:22<br>stick 47:17<br>strategy 37:7<br>Street 2:14<br>strengthens 22:19<br>studied 9:19 10:3 43:12<br>studies 7:23 25:10 37:10<br>37:18 | studios 17:9,10 34:5<br>study 5:24 6:1,2,5,16,17<br>7:25 8:2,16 9:1,19 10:3<br>10:3 16:19 18:6 24:25<br>26:5 31:25 32:1 37:11<br>37:13,14,15,20 41:3<br>43:11 45:11 46:10,16<br>46:19<br>studying 26:10<br>stuff 12:15<br>submitted 8:19,20<br>submitting 7:17<br>subsequent 37:20,20<br>subsequently 41:15<br>successful 8:13,14 20:13<br>45:10<br>suffer 34:15<br>suggest 47:23<br>Suite 3:4<br>sure 19:21 21:6 25:2 31:8<br>33:3<br>system 7:20 13:3,4,6<br>32:16 44:25 47:15<br>system-wide 42:2  | 48:8,10,12,21 49:1,4<br>thinking 44:17<br>third 1:21 5:25 37:11<br>Thomas 18:16 27:6,7<br>29:18 30:7,12 31:9<br>40:20 41:6 42:10,20,24<br>47:21 48:2<br>thought 12:13 19:10<br>threat 32:4<br>three 5:13,17 16:20 20:19<br>21:21 27:8,10 31:2<br>33:18<br>three-minute 24:10<br>threshold 45:13 47:4<br>thresholds 45:12 47:19<br>tie 28:11,14<br>tie-down 35:25<br>time 5:10,23 14:23 17:9<br>21:2,12,18 23:24 24:3<br>24:22 28:6 33:19 34:3<br>37:14 38:9,11,12 41:13<br>41:18 45:25 46:1,4,6,6<br>46:8 48:19,22 49:10,11<br>49:15<br>time-wave 43:13<br>times 29:5<br>Title 15:6<br>today 5:14 17:8 18:21<br>34:12,13,25 35:2 36:3,6<br>40:8 47:10<br>today's 34:17 40:17<br>told 27:11 39:2<br>tonight 5:16,20,21 6:11<br>6:13 17:18 23:25 25:20<br>31:16<br>tonight's 32:6<br>tool 45:3,6<br>top 46:25<br>topic 16:19<br>total 41:25 48:5<br>touch 7:10 19:20<br>town 27:19<br>track 13:7 39:15<br>tracks 7:18<br>traffic 24:25<br>transcript 25:18<br>Transportation 5:8 16:8<br>treated 48:20<br>Treatment 15:15<br>trend 38:22<br>trickle-down 35:22<br>tried 36:11 39:21<br>triple-paned 23:16<br>true 19:8 20:17 27:16<br>35:12 46:15<br>Trust 13:21<br>truth 39:3<br>try 7:2 12:10 30:24 36:14<br>42:22<br>trying 26:25 27:22 39:12<br>40:2 41:12 45:7<br>turn 6:21,24 36:25 49:1<br>turnaround 29:4<br>turning 41:16<br>TWA 24:19<br>two 17:2<br>two 5:14 6:13 10:4 13:11<br>14:20 24:4 26:10 28:17<br>38:19 47:22<br>twofer 36:14<br>type 47:14 | typical 29:2,9 41:10<br>42:15 | <b>U</b>  | UAD 9:10,11<br>ultimately 40:25 41:2<br>Underground 32:8<br>understand 28:19 31:2<br>34:23,24 42:10 46:25<br>understood 30:23<br>undertaken 6:1<br>undertakes 6:3<br>Unfortunately 36:13<br>39:22<br>UNIDENTIFIED 12:19<br>18:14 21:15 30:14<br>United 9:25<br>units 12:1,3,4<br>unload 42:8<br>unloaded 41:23<br>unnecessary 18:20<br>unreasonable 18:20<br>unsatisfactory 18:16<br>update 10:21 13:13 15:10<br>37:20<br>updated 8:10,18 10:24<br>13:9 15:7<br>updating 7:16 13:2 37:17<br>urging 24:15<br>use 7:19 12:6 16:15 34:12<br>34:13<br>usually 45:5 47:23<br>utilize 7:20 | 25:14 30:21 32:5 35:18<br>36:6,7,19,23 37:6,7,8<br>40:14 41:23 43:8,10,16<br>45:6,18 48:21<br>ways 6:3 14:5 41:22 43:7<br>45:20<br>we'll 12:23 17:17 18:12<br>21:17 22:20 39:15<br>48:13,25<br>we're 9:15 10:22,23,25<br>11:22 12:1,2 13:12 21:3<br>21:3 22:21 23:23 24:11<br>24:22 25:22 26:17<br>30:22 37:4 40:15 48:6<br>we've 11:2 18:7 48:12<br>website 30:7,11,12 33:6,7<br>weeks 27:19<br>weight 43:15<br>welcome 14:5 18:4<br>went 8:5 43:15<br>weren't 12:16<br>willing 45:23<br>windows 22:10 23:16<br>wish 26:24,24<br>woke 22:10,10<br>wonderful 32:21<br>woo 27:22<br>work 45:22<br>worked 12:9 46:5<br>working 26:15<br>works 43:16 45:18,20<br>workshop 5:11 8:4,17<br>wouldn't 26:25 29:12<br>30:3<br>write 29:16<br>writing 18:12<br>written 15:21,25 16:4,6<br>17:16 34:1<br>wrong 43:18<br>WWW.DEPO.COM 1:22 |
|   | <b>T</b>  |  |                               | <b>V</b>  |  |   |
|   | table 14:7,9 48:18 49:9<br>tacked 25:16<br>take 5:20 6:8 9:13 14:10<br>24:9 38:11,20 40:23<br>46:21 48:18,22 49:11<br>take-off 38:13<br>take-offs 26:17 32:5<br>taken 2:13<br>takeoff 47:12<br>takes 41:18,19,20 42:7,7<br>talk 9:4,7 18:5 28:5,8<br>42:22 44:12<br>talked 43:1<br>talking 33:2 42:5,6 44:11<br>46:22 48:3,6<br>tape 26:22<br>tax 9:10,11<br>taxi 9:12 28:5<br>technically 39:6,13<br>technology 34:19<br>tell 19:7,15 27:10 40:7<br>telling 25:25<br>ten 13:14 34:18 47:24<br>tenants 25:6<br>tends 36:3<br>terminal 26:11,16,20<br>terms 11:23 45:7<br>terror 19:19<br>testimony 15:22 17:16<br>thank 5:9,13,17,22 7:5,6<br>13:25 14:2 16:13 20:24<br>20:25 21:15 22:24 23:2<br>23:24 24:1 27:4,5 29:17<br>29:20,21 31:13 33:19<br>33:20,21 40:19 48:9<br>49:4,5,12,13,14<br>Thanks 39:19<br>thing 20:8 26:14<br>things 12:15 13:4 23:17<br>25:8 28:6 31:14,15<br>36:19 38:19 39:17 43:9<br>think 17:19,25 18:20 20:8<br>23:21 25:9 27:9,10<br>29:14 31:23 33:17 35:8<br>36:11 39:21 41:7,12,21 |  |                               | valiantly 26:3<br>value 25:10 27:2 48:23<br>varies 47:13<br>various 28:6<br>Ventura 3:4<br>verified 26:19<br>versa 30:6<br>vice 30:5<br>Victory 40:11,13<br>violator 38:15<br>virtue 12:12<br>visitor 5:5<br>Vista 2:13<br>volume 6:23 7:3 14:1<br>voluntarily 39:17<br>voluntary 22:11 37:23,25<br>38:6,10,16 45:22                        |  |   |
|   |   |  |                               | <b>W</b>  |  |   |
|   |   |  |                               | wait 23:3<br>wakes 22:15<br>waking 22:16 23:23<br>walk 7:9<br>want 5:9,19,22 11:17<br>14:21,23 22:22 23:5,19<br>29:14,22 31:5 33:10,22<br>34:21 47:19 48:9 49:10<br>wanted 11:2,15 41:6<br>wanting 36:17,24<br>wants 14:17 49:2<br>washing 32:15<br>wasn't 20:13 32:6 43:16<br>water 32:8,13 46:12<br>wave 14:3<br>way 16:10 17:10,10 19:22 |  |   |
|   |   |  |                               |   | <b>X</b>   |   |
|   |   |  |                               |   | X 4:1 41:18  |   |
|   |   |  |                               |   | <b>Y</b>   |   |
|   |   |  |                               |   | year 9:23 19:15 26:16<br>29:2,9 35:7,8 41:10<br>42:15 48:3<br>years 13:14 20:7 22:14<br>28:1,1 34:18 35:2,20<br>36:5 41:4 47:22,24<br>young 26:14  |   |
|   |   |  |                               |   | <b>Z</b>   |   |
|   |   |  |                               |   | zone 12:14   |   |
|   |   |  |                               |   | <b>0</b>   |   |
|   |   |  |                               |   | <b>1</b>   |   |
|   |   |  |                               |   | 1:00 22:16 34:22<br>10 8:21<br>10:00 38:6<br>100 22:4 35:9<br>105 29:1,8 41:7,10 42:13<br>42:14,17<br>110 10:20<br>110- 13:16<br>12 9:9<br>14 7:23 15:6<br>14.8 13:16,18   |   |

**A901AC6  
PUBLIC MEETING      MARCH 30, 2015**

|   |                       |  |  |
|---|-----------------------|--|--|
| <p>144 12:1<br/>15 42:1 45:13 46:22 47:2<br/>47:17 48:6<br/>150 1:5 2:6 5:24,25 6:2<br/>7:25 15:1,7 16:19 37:10<br/>37:11,15,20 41:3 43:10<br/>16 22:14<br/>161 9:19 10:3 37:13,14<br/>46:1<br/>17 14:12 16:6<br/>17547 3:4<br/>1968 19:2<br/>1997 22:6<br/>1998 12:9<br/>1999 22:9</p> <hr/> <p style="text-align: center;"><b>2</b></p> <p>2 9:22<br/>20 41:19,20 48:6<br/>20,000 47:9<br/>2000 15:9<br/>2007 35:8<br/>2008 35:7,8<br/>2013 6:6 8:22<br/>2015 1:15 2:16 16:6<br/>24 43:21<br/>24-hour 32:22,24 43:5,13<br/>43:24,24<br/>24/7 45:1<br/>2627 16:10</p> <hr/> <p style="text-align: center;"><b>3</b></p> <p>3 24:15<br/>30 1:15 2:16 12:3 41:22<br/>30,000 48:3<br/>300 2:13<br/>311 3:4<br/>365 48:2</p> <hr/> <p style="text-align: center;"><b>4</b></p> <p>4/20/15 1:5 2:6<br/>45 41:25</p> <hr/> <p style="text-align: center;"><b>5</b></p> <p>5 4:4<br/>500 1:21</p> <hr/> <p style="text-align: center;"><b>6</b></p> <p>6 35:9<br/>6:00 2:15<br/>6:30 38:24<br/>60's 35:13<br/>65 17:9 34:10 40:10,14</p> <hr/> <p style="text-align: center;"><b>7</b></p> <p>7:00 38:6,14,24<br/>7:45 49:15<br/>70's 35:13</p> <hr/> <p style="text-align: center;"><b>8</b></p> <p>8 40:13<br/>80 13:19,20,23 35:10 48:2<br/>48:6<br/>818)551-7300 1:22</p> <hr/> <p style="text-align: center;"><b>9</b></p> <p>91203 1:21<br/>91316 3:5<br/>91505 16:10</p> | <p>9781 1:24 2:16</p> |  |  |
|---|-----------------------|--|--|

**Bob Hope Airport  
14 CFR PART 150 NOISE COMPATIBILITY PROGRAM REVISION #2  
RESPONSES TO VERBAL AND WRITTEN PUBLIC HEARING COMMENTS**

The Public Hearing for the Bob Hope Airport 14 CFR Part 150 Noise Compatibility Program Revision #2 (NCP) update was held on March 30, 2015 in the Buena Vista Branch Library, 300 North Buena Vista Street, Burbank, California. An oral presentation by the consultant was given to those present at the hearing.

The public comments were recorded by a court reporter. In addition, comment sheets were made available for members of the public to provide written comments.

The comments and questions received during the hearing and corresponding comment period are responded to in this section. Several participants made similar comments. In those cases, the comments are grouped into a single category for purposes of presenting responses. A list of people making comments follows. The comment numbers indicate where the appropriate response will be found.

| <b>List of People Commenting</b> |                     |                         |
|----------------------------------|---------------------|-------------------------|
| <b>Person Commenting</b>         | <b>Representing</b> | <b>Comment Number</b>   |
| 1. Unidentified male             | N/A                 | 1, 25                   |
| 2. Ms. Gee                       | self                | 2,3,5,6,7               |
| 3. Ms. Mecca                     | self                | 4, 38                   |
| 4. Mr. Moynahan                  | self                | 8-12                    |
| 5. Mr. Nolan                     | self                | 13-19, 35               |
| 6. Ms. Thomas                    | self                | 20-24, 27-32, 34,36, 37 |
| 7. Mr. McKay                     | self                | 26, 33                  |

**Responses to Oral Comments Received at the Public Hearing**

**Comment 1:** Lack of interest for whom? (Referring the reason for discontinuing the purchase assurance measure from the previous Noise Compatibility Program).

**Response:** During more than 17 years of operating the Residential Acoustical Treatment Program (RATP), the Authority has not identified a demand for this type of program. Given consistent participation in the RATP and stability in the local real estate market, it was recommended that this measure be removed from the NCP.

**Comment 2:** The 65 CNEL at one time reached to the studios, all the way down Hollywood Way to the studios. Are they still there?

**Response:** The outer 65 CNEL 2012 and 2017 noise exposure contours for Bob Hope Airport do not extend to Hollywood Way to the east. As shown on Exhibits 1 and 2 of the Noise Exposure Map document, the 2012 and 2017 65 CNEL contours are narrower and only extend to North Screenland Drive (two blocks west of Hollywood Way).

**Comment 3:** I don't think that's appropriate (Referring to not getting responses to their comments). These people are here as a hearing, and they're not hearing the answers. You're saying individually they'll be notified. They may -- it may generate questions. So to me that looks like a deliberate lack of following through on the spirit of the public hearing.

**Response:** Four opportunities were given for the public hearing attendees to receive responses to their questions. The first opportunity for attendees occurred during the workshop from 6:00 p.m. to 6:30 p.m. prior to the start of the public hearing. The second opportunity occurred after the last speaker during the hearing when Mr. Hardyment and Mr. Fitz responded to questions. The third opportunity was immediately after the public hearing when airport staff and consultants made themselves available for questions. The fourth opportunity is the posting the public hearing transcript and responses on the airport's website: <http://www.burbankairport.com/noise/noise-issues/part150studyupdate.html>

**Comment 4:** I have to agree with her because we need to hear the answer. If you can answer the question, then you can answer the question.

**Response:** Please see response to Comment 3.

**Comment 5:** I think it's an unnecessary and unreasonable part of this hearing today. It denies people from hearing each other and responding to -- not hearing the response. All the people hear what I say or you say. So to me that's not following the spirit, and I'd like that to be a matter of the record.

**Response:** Please see response to Comment 3.

**Comment 6:** I have a very -- a good friend that lives just south of the cemetery, and because she hasn't been able to afford to have her home brought to the degree of repair that she can get insulation, she's still living with that noise and has been all these years. That's a major thing that I think that this hearing should address about these people that are disqualified because they're too poor to come up to the standards of even getting their home insulated.

**Response:** Each home that is eligible for the residential sound program and corresponding homeowner agrees to the program is thoroughly inspected during the design phase by the architect/contractor. Federal Airport Improvement Program (AIP) money cannot be spent on a house that does not meet building codes. In addition, the individual cities will not close a building permit on a home with building code deficiencies. The Airport Authority does provide \$7,500 toward correcting building code deficiencies for owner occupied single family homes. If corrective measures to address building code deficiencies exceed \$7,500, the home owner must correct the deficiencies. The Airport Authority will reimburse the homeowner up to \$7,500 for the repairs. If the deficiencies are not corrected, the home cannot receive sound insulation improvements.

**Comment 7:** The fact that the program of purchasing of homes has been dropped, I guess it wasn't successful. But as you know, purchasing homes at a price you couldn't replace that home by going somewhere else in the community. So it's just like -- what can I compare it with? It's not a true helpful program.

**Response:** Comment noted.

**Comment 8:** The planes were louder then and I -- my baby was born in 1999. And there were nights when my house shook. Windows shook and woke up my baby, woke up my family, partly because we don't enforce a curfew. Our voluntary curfew doesn't really help us when there's no enforcement of it.

**Response:** The Authority prepared a Title 14 of the Code of Federal Regulations (CFR) Part 161 Study to establish a mandatory curfew, subject to certain exceptions, on operations at Bob Hope Airport from 10:00 p.m. through 6:59 a.m. The study began in 2000 and was completed in October 2009 at a cost of more than \$7 million and was submitted to FAA. It was the first Part 161 Study for Stage III access restrictions to be accepted as "complete" by the FAA, a landmark accomplishment that attests to the difficulty involved in this type of study. In November 2009, the FAA issued its finding that the study did not justify the imposition of the mandatory curfew.

**Comment 9:** The fact that we deal still with these noise issues is -- it strengthens our community's argument for an enforced curfew, and we'll keep fighting for that because, if we're not going to be helped by the Sound Mitigation Plan, then at least we want to be able to sleep at night.

**Response:** Please see response to Comment 8.

**Comment 10:** But thank you very much for offering to answer, and it makes sense to wait until the end, but I would like to hear the answers. I don't want Mrs. Gee to get an answer and then be responsible for disseminating that information to the community.

**Response:** Please see response to Comment 3.

**Comment 11:** The noise exposure contours being actually -- bringing them in makes a person like me feel helpless, disengaged, and insignificant as a member of this community. People in Pasadena and people in Glendale don't deal with these issues like I deal with them, the noise issues, every day, every night. Our house doesn't shake every night anymore, but sometimes it does. And that should be enough to do something about it. I'm not going to get my triple-paned windows it looks like. But maybe we can look at other things, enforcement of a curfew, so that my family can sleep at night.

**Response:** Please see response to Comment 8.

**Comment 12:** I think these boundaries shrinking, for a person like me, is not going to help. Some of our planes are quieter, not all of them. We're still waking up at night.



**Response:** Comment noted. There are two primary reasons for the reduction in the size of the Bob Hope Airport noise exposure contours. First, total operations are 49.8 percent lower (184,500 operations in 1998 versus 123,092 operations in 2012). This sizable drop in operation results in an overall reduction in the aircraft noise energy from the Bob Hope Airport that contributes to the smaller noise exposure contours. The second reason for the smaller noise exposure contours is that the number of older/louder generation Stage 2 aircraft dropped by 96.8 percent (6,356 Stage 2 operations in 1998 versus 199 in 2012).

**Comment 13:** This shrinkage of the contour makes no sense. Some of us have been involved back and even participated in urging to get stage 3 aircraft to fly into the airport, which we didn't have before.

**Response:** Please see responses to Comments 12.

**Comment 14:** If they have do the rebranding effort to Hollywood Burbank Airport, which was quite satisfactory to most of the airline tenants originally, it could have a dramatic impact on the number of flights. And to be shrinking the boundaries because, among other things, the economy, I think, is rather short sided, and I question the value of any studies that are done with shrunken boundaries.

**Response:** A Federal Aviation Administration (FAA) approved operation forecast was used for calculating the 2017 noise exposure contours for Bob Hope Airport. The FAA approved forecast projects a 16.7 percent increase in airline operations (52,420 airline operations in 2012 forecast to increase to 61,200 by 2017). Also see response to Comment 12.

**Comment 15:** What we have here is a lack of confidence, and nothing that's been said so far tonight has done anything to instill the confidence of the people of Burbank. We're the most directly impacted, and I don't see the outreach to us to reassure us or assure us that anybody at the airport has our best interest in mind. This idea of telling people that their homes are not up to the standards of the airport so they can't get noise attenuation help is an insult to people who are fighting valiantly to hang onto their home.

**Response:** Please see response to Comment 6

**Comment 16:** I really believe that the basis you presented to us that the study is on is faulty, and I don't have any confidence at this point in what the results might be.

**Response:** The noise exposure contours for Bob Hope Airport were developed in accordance to Title 14 of the Code of Federal Regulation, Part 150. The FAA evaluated and accepted the Bob Hope Airport Noise Exposure Map document on October 10, 2013.

**Comment 17:** We have yet to have an enforceable curfew at our airport, and the record should show that the authority has publicly announced they're studying two separate places for a new terminal. One would be by the B6, and one would be by the northwest quadrant. We finally got the information in the back room.

**Response:** Please see response to Comment 8.

**Comment 18:** The other thing is there was a young lady working for the airport who advised us at a meeting less than a year ago the terminal was no longer there that would not prevent easterly take-offs. Now we're getting mixed opinions from the staff, and I believe that should be verified. What would be the impact since they've announced a plan to remove the terminal and to replace it? I would hope that we could get that at least pinned down. I believe she meant what she said, and it's in a tape recording.

**Response:** Regardless of the terminal location, regular departures from Runway 8 by air carrier aircraft are unlikely due to the rising terrain concerns east of the airport, wind conditions (aircraft performance is increased when taking off into the wind), and Los Angeles basin overall traffic flow management concerns.

**Comment 19:** Other than that, I wish you well. I wish you wouldn't be trying to shrink it down, and I believe some of your assumptions should be carefully enunciated at the beginning of the report so we can all see the value of the numbers that you come up with.

**Response:** Comment noted. Also please see responses to Comments 12 and 14.

**Comment 20:** I too object to your three minutes. We don't have very many people here to speak this evening. I think it's a very, very important matter, and I think to tell us three minutes and whatever else you told us is very discouraging to me.

**Response:** Comment noted.

**Comment 21:** I found it interesting to note the reduction in the noise contours called out by the airport particularly since I believe, sir, you said that it was due to quieter aircraft, which we all know is, in many cases, true and, more importantly, a reduction in flights, a reduction in flights, particularly from what I read in the paper.

**Response:** Please see responses to Comments 12 and 14.

**Comment 22:** If you're going to bring more flights in, then I ask you about that contour because you specifically stated, as I mentioned before, there were two reasons for that reduction of the noise contour area. One was for quieter plans, which we understand in most instances, but specifically the other was for less flights.

**Response:** Please see responses to Comments 12 and 14.

**Comment 23:** It says, for example, Carvel said officials estimated that boarding passengers for both front and rear aircraft doors in Burbank allows the airlines to make up -- make up 105 flying days over

the course of a typical year. He noted that Southwest is experimenting with a similar boarding arrangement in Sacramento International Airport to reduce turnaround times there. What does that specifically mean? How do you relate to that? Obviously, if our newspaper fellow here, Chad, picked this up, up to 105 flying days over the course of a typical year, what does that mean? What does that mean to the Burbank residents? What does that mean to your contour? Because if you're looking to increase flights, wouldn't that noise contour maybe change?

**Response:** The article the commenter is referring to was not provided for us to review. The information appears to assess the time savings an airline would have by allowing passengers to board and exit the aircraft from two doors (front and rear doors) versus only one door (front door only). While ground efficiency and time savings can translate into the airline being able to use the aircraft more during a calendar year, it does not mean that these additional operations will occur at Bob Hope Airport. Passenger demand and market conditions are a better indication whether Bob Hope Airport will see additional airline operations. Chapter Two of the Bob Hope Airport Noise Exposure Map Update provides a detailed breakdown of the FAA approved forecasts. Also see response to Comment 14.

**Comment 24:** So that's what I want to know, and I think the people here would be interested in knowing what that answer was, not just to write to me.

**Response:** Please see response to Comment 3.

**Comment 25:** Is there another hearing down the road?

**Response:** There is not another public hearing scheduled. There will be another opportunity to provide comments on the NCP Revision when the document is presented to the Airport Authority.

**Comment 26:** It remains a declarative process though that way. You are making these statements, and we're allowed to comment on them, but it isn't reciprocal. That we understood the hearing is (Referring to getting responses to comments).

**Response:** Please see response to Comment 3.

**Comment 27:** Will the City of Burbank get a copy of that, sir?

**Response:** The NCP Revision document, public hearing transcript, and response to comments are public documents posted on the Airport Authorities website:  
<http://www.burbankairport.com/noise/noise-issues/part150studyupdate.html>

**Comment 28:** Some of the things I didn't get an opportunity to speak about previously, one of the things that we haven't mentioned tonight at all is the poor air quality that's caused by planes that fly out of the airport. Many people in our neighbors have problems breathing, asthma, many cases of cancer. I can personally report a death on my own block from cancer caused with her lung problems. And I have

other friends even closer that have had severe problems with their health. I think that should be part of this hearing as a matter of record and be responded to. There has been no study on this, and there should be. It should be a required part of this hearing study.

**Response:** The 14 CFR Part 150 Noise Compatibility Study process does not address air quality concerns.

**Comment 29:** No information now on the new airport location. It's preposterous. It's a significant possible threat where the new airport will be and what that's going to mean in the way of flight take-offs and the patterns, and so forth. That wasn't a part of tonight's discussion.

**Response:** The commenter may be referring to the proposed terminal relocation. Any potential changes to airport operations due to the relocation of the terminal building will be assessed during the Federal and State environmental documentation required for that action.

**Comment 30:** Underground water pollution. You don't hear about that anymore. The reason why is because not enough people perhaps have lived long enough, as I have, to know that is a severe problem that the airport's run-off from the runways cause, this pollution of Burbank's natural clean, clear water under the ground, and that's certainly something that should be addressed, washing off of residue from the runways into the ground.

**Response:** The 14 CFR Part 150 Noise Compatibility Study process does not address underground water pollution concerns.

**Comment 31:** The noise monitoring system dropped. It was so inadequate from the beginning, it didn't reflect the real noise. There was one monitor put at the end of my block in the middle of the block. I know what the results showed on the publications at the airport. The screen showing these wonderful monitors and how inadequate they were and how they made the noise over a 24-hour period. So if you had an ear breaker go over your house, that would be divided up into a 24-hour period, making the noise look much less of a concern and a hazard than it

**Response:** The noise monitor system has not been dropped. The Airport Authority recently upgraded the noise monitoring and flight track system. Because of this recent upgrade, the NCP measure to upgrade the noise monitor systems was removed from the program because the measure was implemented.

**Comment 32:** When you're talking about publishing everyone's comments, I'm not sure what you mean by that. Perhaps you can respond to that.

**Response:** Please see response to Comment 3.

**Comment 33:** In the same interest though, there's a trend now towards commercial airlines considering themselves charter and flying outside the curfew. We have flights at 6:30 on Saturday

morning, a quarter to 7:00, and when we ask about it, it's not commercial. It's a charter flight. But it's because it's presold. Now, this is what I was told. Is there any truth to what I've said, or is it possible for an airline to pre-sell a flight and it can become a charter and fly outside the curfew?

**Response:** Bob Hope Airport does have charter flights. Unlike scheduled airline service, charter flights do not have a regularly published schedule and can occur at any time of the day. Airlines providing scheduled service presell all of their flights via ticket sales. Preselling a scheduled flight does not allow an airline to become a charter flight. It should be noted that airlines do occasionally handle charters for college/professional sport teams and vacation junkets.

**Comment 34:** This information came from someone that he spoke with at the airport. I don't know who that is. But anyway 105 days over. Does that mean the -- allows the airlines to make up 105 flying days over the course of a typical year. Does that mean then that you could have 105 flights more a day? Does it mean -- what does that equate to?

**Response:** See response to Comment 23.

**Comment 35:** How many flights would it take for that 15 percent you're talking about? (Referring to the number of operation increase or decrease to warrant an update of the noise exposure contours.

**Response:** Bob Hope Airport had 123,092 operations in calendar year 2011 (used to develop the 2012 noise exposure contours). Fifteen percent of 123,092 is 18,463.

**Comment 36:** Did you say that would happen every two years? (Referring to updating the Noise Exposure Maps)

**Response:** Part 150 Studies are generally updated every five to 10 years.

**Comment 37:** 80 flights a day, 365 days, you're talking about almost 30,000 flights a year. So you would already be into that --(Referring to airline operations).

**Response:** Please see response to Comment 14.

**Comment 38:** I think they've been kind to answer the questions so far. I just want to say thank you very much. I don't think it's fair of us to continue asking for specifics on something. So that's my opinion.

**Response:** Comment noted.

**Bob Hope Airport  
14 CFR Part 150 Study  
Noise Compatibility Program Revision #2**

**Comments Received after Public Hearing During the Official  
Comment Period ending on April 17, 2015 and Responses**

David Fitz

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**From:** Mark Hardyment <MHARDYMENT@bur.org>  
**Sent:** Tuesday, March 31, 2015 11:44 AM  
**To:** Irishe@att.net  
**Subject:** RATP Eligibility - 12227 Vose Street, North Hollywood, CA

Good Morning Mr. Rishe;

Thank you for attending last night's Part 150 Public Hearing. I have looked up your property and can confirm for you that under our current program your property is outside of our eligibility area and even narrowly outside the actual 2017 forecast contour, however, it is within the area that we are proposing to the FAA that be included as block rounding for what the FAA refers to as "neighborhood equity" as part of the current Part 150 Noise Compatibility Program (NCP). Ultimately, the inclusion of properties outside of the contour is subject to the Federal Aviation Administration's sole,discretionary prerogative.

Last night's Public Hearing was an important step towards our completion of that Study, but, I do not want to raise false expectations with you. Please bear in mind that once submitted to the FAA there will be a period of over 6 or more months for review by that agency before we hear if the proposed NCP has been approved. Once approved, that will enable the Airport to re-apply for grant funding.

Sincerely,

Mark D. Hardyment  
Director, Transportation & Environmental Programs Burbank-Bob Hope Airport  
(818) 840-8840

David Fitz

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**From:** Mark Hardyment <MHARDYMENT@bur.org>  
**Sent:** Wednesday, April 1, 2015 12:52 PM  
**To:** Laura Ioanou-Price  
**Subject:** RE: Airport Noise

Thank you for your comment, it will be forwarded to our consultant's preparing the Part 150 Study.

**From:** Laura Ioanou-Price [<mailto:loawanna@aol.com>]  
**Sent:** Wednesday, April 01, 2015 10:02 AM  
**To:** Mark Hardyment  
**Subject:** Airport Noise

Hi,

I read the article in the Burbank Leader and I'm disappointed that the boundaries are shrinking. We moved into 1460 N. Evergreen St, May 2009. We we're upset to hear after moving in that we were 5 house away for being eligible for the program. We just purchased new windows, this past January to take advantage of the double rebate for new windows, it's wasn't as much as we hoped for, but it something, I think you should consider home that are out of the boundaries that have new owners and we not able to take advantage of the program. Or maybe pay for half of the upgrades. I think it's funny there is a barrier that states to fly quite at the end of the runway and I still hear the roar of cargo planes flying over my home. I was told I wasn't in the path and that the planes are suppose to turn west at Hatteras, obviously not true. Just my thoughts.

Thank you,

Laura Ioanou-Price  
1460 N. Evergreen St.  
Burbank, Ca 91505



**Response to Ms. Laura Ioanou-Price**

The eligibility boundary for the residential acoustical treatment program (RATP) is based upon the Federal Aviation Administration (FAA) accepted noise exposure contours for Bob Hope Airport, developed according to Title 14 of the Code of Federal Regulations, Part 150 (14 CFR Part 150). Criteria for the RATP boundary can be found in FAA Order 5100.38D, *Airport Improvement Program Handbook*. According to the Handbook, you must be within the eligibility boundary to receive funding for acoustical treatment.





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