



December 9, 2016

CALL AND NOTICE OF A SPECIAL MEETING OF THE
LEGAL, GOVERNMENT AND ENVIRONMENTAL AFFAIRS COMMITTEE
OF THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

NOTICE is hereby given that a special meeting of the Legal, Government and Environmental Affairs Committee will be held Monday, December 12, 2016, at 10:30 a.m., (or immediately following the special Commission meeting), in the Burbank Room of the Hollywood Burbank Airport, 2627 Hollywood Way, Burbank, California 91505.

Terri Williams, Assistant Board Secretary
Burbank-Glendale-Pasadena Airport Authority

SPECIAL MEETING
OF THE
LEGAL, GOVERNMENT AND ENVIRONMENTAL AFFAIRS COMMITTEE

Burbank Room
Monday, December 12, 2016
10:30 A.M. or Immediately Following
the Conclusion of the
Special Airport Authority Meeting

NOTE TO THE PUBLIC: Any disclosable public records related to an open session item on a special meeting agenda and distributed by the Authority to the Commission less than 72 hours prior to that meeting are available for public inspection at Hollywood Burbank Airport (2627 Hollywood Way, Burbank) in the administrative office during normal business hours.

As a result of the convening of this meeting of the Legal, Government and Environmental Affairs Committee, each Committee member is entitled to receive and shall be provided \$200.



In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the Board Secretary at (818) 840-8840 at least 48 hours prior to the meeting.

AGENDA

1. Approval of Agenda
2. Public Comment
3. Approval of Minutes
 - a. October 17, 2016 **[See page 1]**
4. Noise Compatibility Program Record of Approval;
Authorization to Initiate Avigation Easement Appraisal Process
 - Staff Report Attached **[See page 3]**

With FAA's ROA of the Authority's updated NCP, Staff seeks a Committee recommendation to the Commission that, subject to available grant funding, it authorize Staff to take steps to initiate the program.

5. Adjournment

Subject to Approval

**MINUTES OF THE REGULAR MEETING OF THE
LEGAL, GOVERNMENT AND ENVIRONMENTAL AFFAIRS COMMITTEE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

MONDAY, OCTOBER 17, 2016

A regular meeting of the Burbank-Glendale-Pasadena Airport Legal, Government and Environmental Affairs Committee was called to order on this date in the Burbank Room of the Airport Authority, 2627 Hollywood Way, Burbank, California, at 9:43 a.m., by Chairman Wiggins.

AB 23 Disclosure: The Assistant Board Secretary announced that, as a result of the convening of this meeting of the Legal, Government and Environmental Affairs Committee, each Committee member is entitled to receive and shall be provided \$200.

ROLL CALL

Present:

Commissioners Wiggins, Quintero and Madison

Also Present:

Staff: Dan Feger, Director, Development Services; David Freedman, Director, Business Development and Administrative Services; Lucy Burghdorf, Director, Public Affairs and Communications; Mike Duong, Senior Manager, Business and Compliance; and Rachael Warecki, Public Relations and Social Media Specialist

Airport Authority Assistant General Counsel:
Terence R. Boga of Richards, Watson and Gershon

1. Approval of Agenda

There being no objection, the agenda was approved as presented.

2. Public Comment

There were no public speakers.

3. Approval of Minutes

a. October 3, 2016

Draft minutes for the October 3, 2016, Legal, Government and Environmental Affairs Committee meeting were presented for approval.

Motion

Commissioner Quintero moved approval of the minutes, seconded by Commissioner Madison.

Motion Approved

The minutes were approved unanimously (3-0).

4. Disadvantaged Business Enterprise Goal for Federal Fiscal Years 2017, 2018 and 2019

Staff presented a proposed Disadvantaged Business Enterprise ("DBE") revised goal of 13% for submittal to the Federal Aviation Administration ("FAA"). The revised goal would be applicable to FAA Airport Improvement Program ("AIP") funded projects for the next three federal fiscal years effective October 1, 2016, through September 30, 2017.

Staff advised that in accordance with AIP funding requirements, the Authority is required to implement and maintain a DBE program in compliance with U.S. Department of Transportation regulations, and one of the requirements of the DBE Program is that the airport sponsor update its overall airport goal once every three federal fiscal years.

Staff reported that earlier this year the Authority established the setting of race-conscious goals in its AIP-funded projects based on the results of a disparity study submitted to the FAA. However, the applicability of that goal was for the current federal fiscal year ending September 30, 2016.

Staff noted that for the next three federal fiscal years beginning on October 1, 2016, the Authority is anticipating to undertake, subject to the award of grants, 11 projects with an estimated cumulative project cost of \$35,115,000.

Motion

Commissioner Quintero moved that the Committee recommend to the Commission that it adopt and authorize the proposed DBE revised goal of 13% for AIP-funded projects for the next three federal fiscal years to the FAA. Commissioner Madison seconded the motion.

Motion Approved

The motion was approved unanimously (3-0).

5. Adjournment

There being no further business, the meeting was adjourned at 9:50 a.m.

**STAFF REPORT PRESENTED TO THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
LEGAL, GOVERNMENT AND
ENVIRONMENTAL AFFAIRS COMMITTEE
DECEMBER 12, 2016**

**NOISE COMPATIBILITY PROGRAM
RECORD OF APPROVAL; AUTHORIZATION TO INITIATE
AVIGATION EASEMENT APPRAISAL PROCESS**

SUMMARY

Staff has received notice from the Federal Aviation Administration ("FAA") that it has concluded its approval process regarding the Authority's Part 150 Study Noise Compatibility Program ("NCP") and has issued the attached Record of Approval ("ROA") with modifications as discussed further below. Staff seeks a Legal, Government and Environmental Affairs Committee ("Committee") recommendation to the Commission that it authorize Staff, upon availability of federal grant funding, to initiate the appraisal process required to determine the actual value of the avigation easement purchase option as explained further below.

BACKGROUND

Title 14 of the Code of Federal Regulations, Part 150, establishes the requirements that airport sponsors must follow to obtain federal funding for implementation of noise mitigation and abatement measures. Those requirements dictate that airport sponsors must complete and receive FAA approval of an NCP as a precondition to receiving such funding. Further, the FAA requires that airport sponsors update their Noise Exposure Map ("NEM") approximately every five years.

The FAA requires that an updated NEM must be based on a five-year forecast of incompatible noise exposure surrounding the airport and be used as the foundation for developing an updated NCP. An NCP is a prerequisite for federal funding under the Airport and Airway Safety Capacity Expansion Act of 1987 and the Airport Improvement Program ("AIP"). Once the updated NCP is approved, the airport sponsor is then eligible to submit applications for AIP grants to help pay for implementation of any approved noise compatibility measures.

Accordingly, in October 2011, the Authority awarded a \$384,000 professional services agreement ("PSA") to Coffman Associates, Inc. ("Coffman") for the update of the Airport's NEM. Following FAA review and acceptance of the revised NEM in October 2013, the Authority executed an amendment to Coffman's PSA, in the amount of \$128,560, to provide for revision of the Authority's existing NCP.

In June 2015 the Authority approved the NCP Revision No. 2 prepared by Coffman that reflected the required public hearing process as well as FAA initial review comments. The document was subsequently submitted to the FAA for public review and agency approval.

The existing NCP was originally approved by the FAA on November 27, 2000, and identified 28 noise abatement and mitigation measures. A 2004 Revision No. 1 to the NCP focused on the addition of Land Use Measure Seven, which allowed the Authority to retain a portion

of the former Lockheed Plant B-6 site, located in the northeast quadrant of the Airport, to ensure permanent future development compatibility within the 2003 65 CNEL noise exposure contour.

REVISED NOISE COMPATIBILITY PROGRAM

Since the adoption and implementation of Revision No. 1 of the NCP, a number of the mitigation and abatement measures have been implemented and local regulations and policies have changed. Additionally, the updated NEM resulted in smaller noise exposure contours.

Because of the successful implementation of these measures, including the Authority's acoustical treatment of four schools and over 2,400 homes and the shrinking noise contour, there are only a few additional mitigation and abatement measures which Staff can identify as being practical for implementation through inclusion in the updated NCP. These measures form the basis for Revision No. 2 to the NCP, and include:

1. \$6,552,000 in continued funding to provide Residential Acoustical Treatment Program ("RATP") benefits for 65 homes in Burbank and 79 homes in Los Angeles that are located within the updated eligibility boundary identified in the NEM;
2. \$5,610,000 in grant funding for the Inclusion into the RATP of three multi-family units in Burbank and 184 multi-family units in Los Angeles; and
3. subject to a separate program-wide appraisal, an estimated \$2,500 per eligible parcel for an Avigation Easement purchase option (see Exhibit A for detail).

Exhibit B is a map that shows the revised eligibility contour and identifies the eligible properties.

In addition, the proposed Revision No. 2 to the NCP would eliminate certain items previously identified in the NCP as mitigation measures that have now been completed or that are no longer applicable. Those mitigation measures recommended for elimination are as follows:

Noise Abatement Measures

- Build extension of Taxiway D to promote nighttime general aviation departures on Runway 26. **(Completed)**
- Phase out operations by all Stage 2 turbojets. **(Completed through Congressionally Mandated December 31, 2015 phaseout)**
- 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. **(Part 161 Study for a Mandatory Curfew on All Aircraft from 10 p.m. to 7 a.m. - Completed and Application Accepted by FAA; Curfew Not Approved by FAA. The Authority remains committed to supporting a mandatory nighttime restriction and is supporting legislative efforts to legalize the implementation of the curfew studied in its Part 161 Application.)**

Noise Mitigation Measures

- Establish acoustical treatment program for schools and preschools not previously treated within the 65 CNEL contour based on 2003 NEM. **(Untreated schools are no longer within the 65 CNEL contour, are outside of the proposed eligibility area, and are not eligible for treatment)**

Land Use Planning Measures

- Amend building codes to establish sound insulation construction standards to implement requirements of state law and in-fill development policies. **(Implemented)**

Regarding the following Land Use Planning Measures, the Airport Authority lacks the legal authority to implement these recommendations, however, Authority Staff made outreach to responsible jurisdictions, some have not adopted these measures and the Part 150 Recommendation was to remove these from the new NCP.

- Use baseline 2010 noise contours as basis for noise compatibility planning
- Establish noise compatibility guidelines for the review of development projects within the 65 CNEL contour
- Amend *Sun Valley-La Tuna Canyon Community Plan* to establish in-fill development standards for noise compatibility
- Amend *North Hollywood-Valley Village Community Plan* to establish land use policies promoting airport noise compatibility
- Establish airport noise overlay zoning to implement in-fill development policies of local general plans

Program Management Measures

- Expand noise monitoring system. **(Completed)**
- Enhance the Authority's geographic information system. **(Completed)**

FAA ROA Modifications to Authority Proposed NCP

The FAA, in issuing its ROA, has made two changes to the Authority's originally proposed Revision No. 2 to the NCP. Those changes are:

- i) ROA seeks to clarify that the 2017 Contour will be the sole determinate of eligibility for ongoing RATP eligibility and that the previous eligibility map for determining eligibility for participation in the RATP is not applicable.
- ii) ROA modifies the phase at which the offer of an avigation easement becomes a viable option to the property owner. Staff had recommended that the avigation easement purchase option only become available if the property owner had made good faith efforts to apply for the benefits of the RATP, however, was ultimately

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disqualified from participation because of code deficiencies. FAA desires that this be an equal option available to property owners alongside the option of sound insulation treatment.

STAFF RECOMMENDATION

With FAA's ROA of the Authority's updated NCP, Staff seeks a Committee recommendation to the Commission that it authorize Staff to initiate the program-wide appraisal process required to determine the actual value of the aviation easement purchase option as soon as grant funding is available.

EXHIBIT A

AVIGATION EASEMENT PURCHASE OPTION

Measure

Offer to purchase an avigation easement as an option for owners of single family and multi-family properties in the 2017 acoustical treatment eligibility area that have not yet been treated.

Description

The purchase of avigation easements for the purpose of the NCP would be offered only to properties located within the 2017 RATP boundary. It is important to note that FAA provides specific guidance for sound insulation programs, as outlined in FAA Order 5100-38D, *Airport Improvement Program Handbook*, September 2014.

Costs and Funding

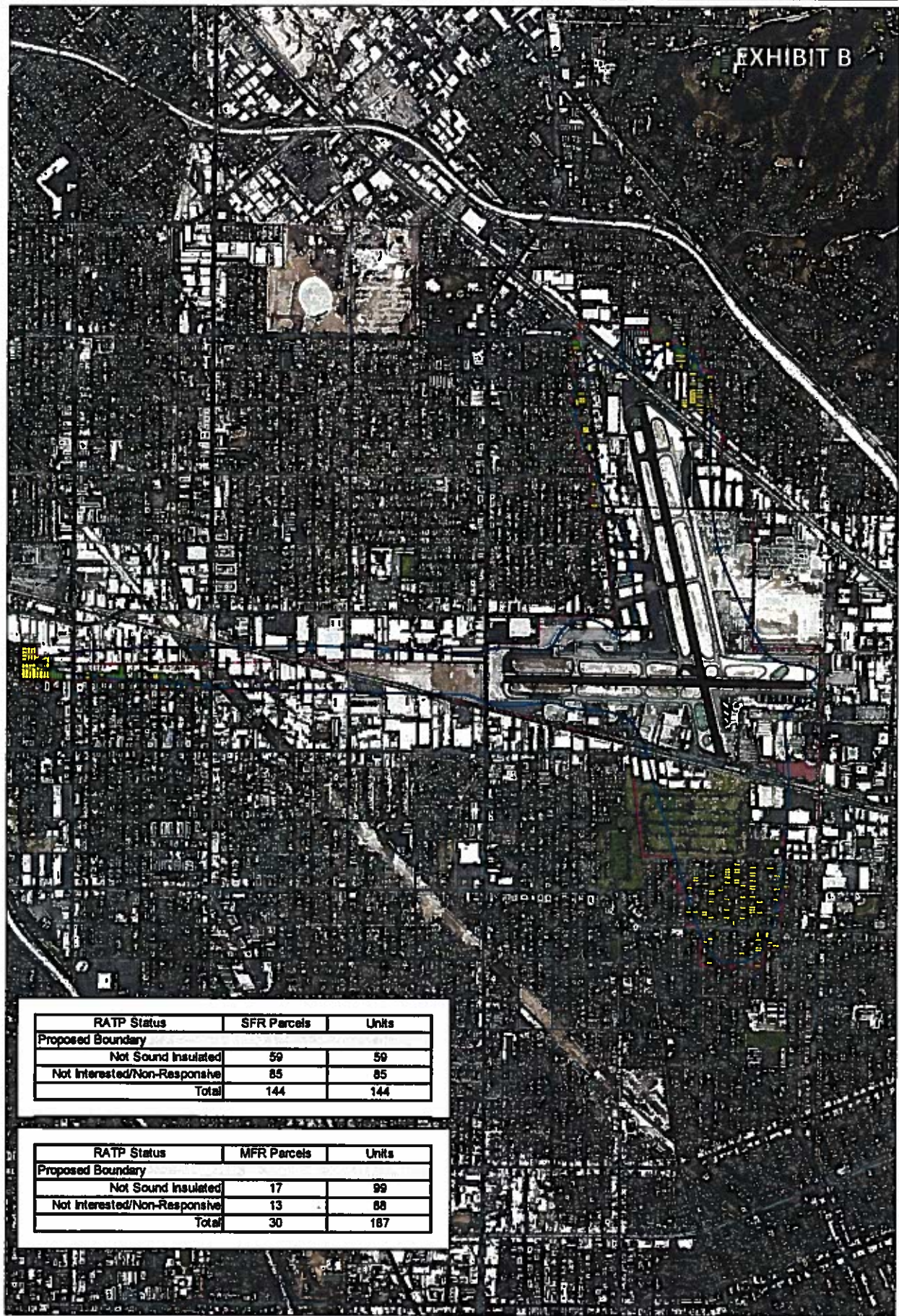
As outlined in FAA AC 150/5100-17 - *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects*, compensation payments for the outright acquisition of easements from noise-impacted property shall be based on the Fair Market Value (FMV) standard. Generally, the history for the 15+ year old RATP at BUR indicates that the airport acquisition of an easement from noise-impacted property does not significantly impact the current FMV of the property and, therefore, the easement compensation owed participating property owners is nominal. FAA-suggested appraisal methods to value avigation easements are provided in FAA AC 150-15100-17. Where compensation payments are in a nominal range, the airport may waive the "parcel-by-parcel" appraisal process and apply a minimum payment procedure for easement acquisition offers.

A minimum payment procedure provides an equal monetary offer to all similarly affected property owners participating in the airport's NCP easement measure. This procedure recognizes that given the nominal value appraisal waiver, it is also unnecessary to establish an exact just compensation amount specific to each property. Therefore, a single amount may be established from the market or project analysis to be offered as just compensation for similar nominal acquisitions. This procedure is an expedited negotiations process to efficiently provide payment of the indicated nominal compensation. It is FAA policy, however, that just compensation may only include FMV considerations, and the project cost savings secured by this procedure may not be added to the just compensation amount offered to property owners.

Coordination was undertaken with FAA regarding the estimated value of a noise easement. For the purposes of this project, FAA provided an average estimate of \$2,500 per dwelling unit for an avigation easement. Staff proposes that the methodology described above for establishing a single amount of compensation should be used to establish the final equal monetary offer to all property owners participating in the program established by this measure. The cost of preparing a project appraisal is estimated to be \$30,000. It should be noted that for the multi-family parcels, the easement payment would go to the property owner and not be distributed to the residents of the dwelling units.

Term

Implementation of the avigation easement program would occur through the duration of the remaining phases of the NCP, which is subject to the availability of AIP grant funding.



RATP Status	SFR Parcels	Units
Proposed Boundary		
Not Sound Insulated	59	59
Not Interested/Non-Responsive	85	85
Total	144	144

RATP Status	MFR Parcels	Units
Proposed Boundary		
Not Sound Insulated	17	99
Not Interested/Non-Responsive	13	88
Total	30	187

— ATTORNEY CLIENT PRIVILEGE —

Data Source
 Data provided by Bob Hope Airport.
 All information contained in this map
 is under Attorney Client Privilege.
 All squares of contours were derived by
 Bob Hope Airport.

Legend

- 2017 Noise Exposure Contours
- - - Airport Boundary
- Proposed RATP Boundary
- City Boundary
- Railroad
- Centerline
- Runway Taxiway
- Runway
- SFR - Not Sound Insulated
- MFR - Not Sound Insulated

Exhibit B
14 CFR Part 150
RATP - Proposed Boundary
Single Family Residential/Multi Family Residential
Non Insulated Parcels
Bob Hope Airport

Exhibit B - SFR/MFR Non-Insulated Parcels



U.S Department
of Transportation

Federal Aviation
Administration

Western-Pacific Region
Los Angeles Airports District Office

P.O. Box 92007
Los Angeles, CA 90009-2007

November 7, 2016

Mr. Frank R. Miller
Executive Director
Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, CA 91505

Dear Mr. Miller:

**Bob Hope Airport
FAR Part 150 Noise Compatibility Program Update**

The Federal Aviation Administration (FAA) has evaluated the Noise Compatibility Program (NCP) for the above referenced airport, prepared to comply with 14 Code of Federal Regulations Part 150. The recommended NCP proposed by the Burbank-Glendale-Pasadena Airport Authority is described in Section 2 of the Program. This is to inform you that the Manager of the Airports Division, Western-Pacific Region has approved eight (8) of nine (9) Noise Abatement elements, one (1) Land Use Planning element, all four (4) Program Management elements and approved two (2) of four of the Noise Mitigation elements. Additionally, two (2) of four (4) Noise Mitigation Measures were disapproved in part. The specific FAA action for each NCP element is set forth in the enclosed Record of Approval. The effective date of this approval is October 24, 2016. All of the FAA actions on your program recommendations are more fully described in the Record of Approval.

Each Airport NCP developed in accordance with FAR Part 150 is a local program and not a Federal program. The FAA does not substitute its judgment for that of the airport sponsor with respect to which measures should be recommended for action. The FAA's approval, disapproval or other action of the Part 150 program recommendations is based on the approval criteria in Part 150 and applicable sections of the statute (49 U.S.C. section 475). FAA's decisions are limited to the following determinations:

- a. The Noise Compatibility Program was developed in accordance with the provisions and procedures of FAR Part 150;
- b. Program measures are reasonably consistent with achieving the goals of reducing existing incompatible land uses around the airport and preventing the introduction of new incompatible land uses;
- c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aircraft, or intrude into areas preempted by the Federal government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an Airport Noise Compatibility Program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, State or local law. Approval does not, by itself, constitute a FAA implementation action. A request for Federal action or approval to implement specific Noise Compatibility Measures may be required. Prior to an FAA decision on the request to implement the action, an environmental review of the proposed action may be required. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the Los Angeles Airports District Office.

The FAA will publish a notice in the *Federal Register* announcing the approval of this Noise Compatibility Program. You are not required to give local official notice; however, you may do so if you wish.

Thank you for your continued interest in noise compatibility planning. If you have questions concerning this matter, please contact Victor Globa at 310-725-3637 or victor.globa@faa.gov.

Sincerely,



David F. Cushing
Manager, Los Angeles Airports District Office

Enclosure

cc: AWP-610, APP-400

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
RECORD OF APPROVAL
14 CFR PART 150
NOISE COMPATIBILITY PROGRAM**



**BOB HOPE AIRPORT
BURBANK, CALIFORNIA**

[Handwritten Signature]

Regional Counsel, AWP-7

10/24/2016 ✓
Date CONCUR NONCONCUR

[Handwritten Signature]

Director, Office of Airports,
Western-Pacific Region, AWP-600

11/21/16 ✓
Date APPROVED DISAPPROVED

Record of Approval
Bob Hope Airport
Burbank, California
Noise Compatibility Program Revision #2

INTRODUCTION

The Bob Hope Airport (Airport), Burbank, California, Noise Compatibility Program (NCP) Revision #2 describes the current and future noncompatible land uses based upon the parameters established in Title 14, Code of Federal Regulations (CFR), Part 150, *Airport Noise Compatibility Planning*. The NCP revision replaces the various NCP measures approved by the Federal Aviation Administration (FAA) on November 27, 2000. Additionally, on August 4, 2004, the Bob Hope Airport added Land Use Measure 7 (seven), which was to retain property located in the northeast quadrant within the 2003, 65 Community Noise Equivalent Level (CNEL) noise exposure contour. The NCP Update recommends a total of 18 (eighteen) measures to reduce the effect of noise generated at the Airport. The recommendations include 9 (nine) Noise Abatement measures, 4 (four) Noise Mitigation measures, 1 (one) Land Use measure, and 4 (four) Program Management measures. The recommended program measures are summarized in Table 7E, and described in detail in Chapter 1 and Appendix A of the NCP Update. During the 14 CFR Part 150 review process, the FAA identified a typographical error throughout the signed November 27, 2000, Record of Approval (Appendix A) that references the 1988 NCP. The NCP was approved by FAA on July 27, 1989. Thus, the correct approval reference for the original 14 CFR Part 150 NCP is 1989 NCP.

The approvals listed herein include approvals of actions that the Burbank-Glendale-Pasadena Airport Authority (the Airport Operator) recommends be taken by the FAA. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of 14 CFR 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.

The recommendations below summarize, as closely as possible, the Airport Operator's recommendations in the NCP and are cross-referenced to the program. 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.

NOISE ABATEMENT MEASURES

1. Continue Requiring All Transport Category and Turbojet Aircraft to Comply with Federal Aircraft Noise Regulations.

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 Title 14 of the Code of Federal Regulations (14 CFR) Parts 36 and 91. This measure was previously approved by the FAA as an element of the 1989 NCP. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page 1, Table 7E, Appendix A - page A-10).

FAA Action: Approved.

2. Continue Requiring Compliance with the Airport's Engine Test Run-up Policy.

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. This measure was previously approved by the FAA as an element of the 1989 NCP and 2000 NCP. (NCP Page 1, Table 7E, Appendix A - page A-11).

FAA Action: Approved.

3. Continue Promoting Use of AC 91-53A, Noise Abatement Departure Procedures by Air Carrier Jets.

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. This measure was previously approved by the FAA as a

voluntary measure only, as an element of the 1989 NCP and 2000 NCP. (NCP Page 1, Table 7E, Appendix A - page A-11).

FAA Action: Approved as Voluntary Only.

4. **Continue Promoting Use of NBAA Noise Abatement Procedures, or Equivalent Manufacturer Procedures, by General Aviation Jet Aircraft.**

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 1989 and 2000 NCP. (NCP Page 2, Table 7E, Appendix A - page A-11).

FAA Action: Approved as Voluntary Only.

5. **Continue Working with the FAA Airport Traffic Control Tower to Maintain the Typical Traffic Pattern Altitude of 1,800 feet MSL.**

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 1989 NCP. This measure was previously approved by the FAA as a voluntary measure only, as an element of the 1989 NCP and 2000 NCP. (NCP Page 2, Table 7E, Appendix A - pages A-11, and A-12).

FAA Action: Approved as Voluntary Only. Specific language for inclusion or amendment to existing FAA tower procedures is subject to separate FAA review and approval.

6. **Continue the Placement of New Buildings on the Airport North of Runway 8-26 to Shield Nearby Neighborhood From Noise on Runway.**

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. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page 2, Table 7E, Appendix A - page A-12).

FAA Action: Approved.

7. Designate Runway 26 as Nighttime Preferential Departure Runway.

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. This measure was previously approved by the FAA as a voluntary measure only, as an element of the 2000 NCP. (NCP Page 2, Table 7E, Appendix A - page A-12).

FAA Action: Approved as Voluntary Only. Specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA review and approval. Airfield signs and other publications must not construe the procedure as mandatory and must be consistent with applicable FAA airfield signage standards

8. Establish Noise Abatement Departure Turn for Jet Takeoffs on Runway 26.

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. This measure was previously identified by the FAA as no action required at this time, as an element of the 2000 NCP. (NCP Page 2, Table 7E, Appendix A - page A-12).

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 Engine Maintenance Run-Up Enclosure

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. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page, 3, Table 7E, Appendix A - page A-13).

FAA Action: Approved.

NOISE MITIGATION MEASURES

1. Continue Existing Acoustical Treatment Program for Single Family Homes.

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 1989 Noise Compatibility Study. This measure was previously approved by the FAA as an element of the 1989 NCP and 2000 NCP. (NCP Page 3, Table 7E, Appendix A - page A-14).

FAA Action: Approved in part, Disapproved in part. The portion of this measure that is approved is the Airport Authority may continue its acoustical treatment of single family homes that are located within the 65 CNEL noise contour for the forecasted year 2017 accepted by the FAA on October 10, 2013.

The portion that is disapproved is acoustical treatment of 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. Those homes are now outside of the 65 CNEL contour and thus are considered compatible with airport operations pursuant to 14 CFR Part 150. Thus, acoustical treatment of homes outside the 65 CNEL is inconsistent with FAA's Airport Revenue Use Policy.

2. Revise Residential Acoustical Treatment Program to Include Single Family Homes Within 65 CNEL Contour Based on 2017 NEM.

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 2017 NEM which are not eligible under the existing acoustical treatment program. This measure was previously approved by the FAA as an element of the 2000 NCP and has been updated to reflect the 2017 NEM. (NCP Pages 9-10, Exhibits 1B and 1C, Table 7E, Appendix A, page A-14).

FAA Action: Approved. This measure is similar to Noise Mitigation Measure No.1. The Airport Authority may continue its acoustical treatment of single family homes that are located within the 65 CNEL noise contour for the forecasted year 2017 accepted by the FAA on October 10, 2013.

3. Establish Acoustical Treatment Program for Multi-Family Dwelling Units Within the 2017 Acoustical Treatment Eligibility Area.

Description: Through the Residential Acoustical Treatment Program (RATP), which was initiated in 1997, the Authority has provided sound insulation for over 2,000 dwelling units. As part of an earlier phase of the RATP, 363 multi-family residential dwelling units were insulated. However, through coordination with FAA, it was determined that sound insulation for multi-family dwellings, although allowable by Part 150 regulations, were not eligible for Federal funding since the Authority's 2000 NCP did not specify multi-family dwellings within its Noise Mitigation measure or NCP. Since the inception of the RATP, it has been the Authority's intent to pursue sound insulation for multi-family parcels where practical. (NCP Page 16, Table 7E, Exhibit 1E).

FAA Action: Approved. The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval for Federal funding based on the 2017 NEM.

4. For Otherwise Qualified Property Owners Who Have Been Unable to Participate in the Residential Acoustical Treatment Program (RATP) Due to Building Code Deficiencies, Offer to Purchase a Noise Easement as an Option for Owners of Single Family and Multi-Family Properties in the 2017 Acoustical Treatment Eligibility Area That Have Not Been Treated.

Description: Noise easements for the purpose of the NCP would be offered only after the following conditions are met: 1) the property owner enrolls in and is within the RATP boundary, 2) the property has an existing interior noise level of 45 CNEL or greater as measured with the windows closed, and 3) the property has code violation issues that the homeowner is unwilling/unable to remedy and is therefore unable to fully participate in the sound insulation program. (NCP Pages 17, 18, Table 7E).

FAA Action: Approved in part, Disapproved in part. The portion of this measure that is approved is the Airport Authority may offer avigation easements to property owners within the 2017 65 CNEL noise contour accepted by the FAA on October 10, 2013.

The portions that are disapproved are the additional local requirements proposed for easement eligibility.

LAND USE PLANNING MEASURES

1. **Provision for Retention or an Easement Preventing Noise-Sensitive Land Uses of Property Located in the Northeast Quadrant of the Airport within the 2017 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. This measure was previously approved by the FAA as an element of the 2004 amendment to the NCP and has been updated to include an easement and reflect the 2017 NEM. (NCP page 12, Exhibit 1D, Table 7E, Appendix A - pages A-18 and A-19).

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.

PROGRAM MANAGEMENT MEASURES

1. **Continue Noise Abatement Information Program.**

Description: This measure recommends the Airport Authority continue use of the noise monitoring and flight track system to 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. This measure was previously approved by the FAA as an element of the 2000 NCP and has been updated to reflect that Federal law now prohibits operation of Stage 2 aircraft in the continental United States. 49 United States Code (USC) §47354 completed the full phase-out of operations by Stage 2 jets as of December 31, 2015. (NCP Page 15, Table 7E, Appendix A - page A-16).

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

2. Monitor Implementation of Updated Noise Compatibility Program.

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. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page 6, Table 7E, Appendix A - page A-17).

FAA Action: Approved.

3. Update Noise Exposure Maps and Noise Compatibility Program.

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. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page 6, Table 7E, Appendix A - page A-17).

FAA Action: Approved. The program should be updated to respond to changing conditions in the local area and in the aviation industry. Any update, or changes to the NCP should be reviewed by the FAA, all affected aircraft operators, and local agencies. In order to comply with 14 CFR Part 150, the proposed changes should be submitted to FAA for approval after local consultation and a public hearing has been conducted.

4. Maintain Log of Nighttime Runway Use and Operations by Aircraft Type.

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. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page 6, Table 7E, Appendix A, page A-17).

FAA Action: Approved.

END OF RECORD OF APPROVAL