

HMMH

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June 11, 2020

Mr. Patrick Lammerding
Deputy Executive Director
Hollywood Burbank Airport

Subject: Southern San Fernando Valley Airplane Noise Task Force – May 6, 2020 and May 7, 2020
Meeting Summary
Reference: HMMH Project Number 310870

Dear Mr. Patrick Lammerding:

The following is a summary of the seventh meeting of the Southern San Fernando Valley Airplane Noise Task Force (Task Force) that occurred from 6:00 pm to 10:00 pm on Wednesday, May 6, 2020 and from 6:00 pm to 10:00 pm on Thursday, May 7, 2020.



On March 4, 2020, Governor Newsom proclaimed a State of Emergency in California as a result of the threat of COVID-19. On March 17, 2020, Governor Newsom issued Executive Order N-29-20 (superseding the Brown Act-related provisions of Executive Order N-25-20 issued on March 12, 2020), which allows a local legislative body to hold public meetings via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to members of the public seeking to observe and to address the local legislative body.

In compliance with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the seventh meeting of the Southern San Fernando Valley Airplane Noise Task Force was conducted entirely over video conference and telephonically.

Note: This document should NOT be considered the official transcript for the meeting.

Summary of the Wednesday, May 6, 2020 meeting:

Call to Order

- Ms. Emily Gabel-Luddy, called the meeting to order, explained the meeting's online format, and described how public comments will be accepted for the meeting.

Roll Call

- The Facilitator, Mr. Gene Reindel (HMMH), provided roll call, and determined there was a quorum.

Approval of Agenda

- There were no Task Force comments on the agenda, and it was approved.

Consent Calendar

- The facilitator provided the summary of the February 19, 2020 Task Force meeting.
- Mr. Greif moved to accept the meeting summary; Ms. Springer seconded the motion. The meeting summary was accepted.

Brief Task Force Recap

- The facilitator (HMMH), provided a recap of the work of the Task Force to date. The purpose of the Task Force was to address community concerns regarding aircraft noise from aircraft departing from BUR and VNY. The expected outcome of the Task Force is to submit recommendations to the FAA and other entities.
- Recap of previous six meetings:

- **Meeting 1:** Purpose, protocol, meeting process
- **Meeting 2:** One community group presentation
- **Meeting 3:** FAA, HMMH and four community group presentations
- **Meeting 4:** FAA, Southwest Airlines and HMMH presentations
- **Meeting 5:** FAA, HMMH and four community group presentations
- **Meeting 6:** Task Force Member and HMMH presentations

Community Group Comment

- A total of nine (9) groups submitted comments to the Task Force, these are: Benedict Hills Estates/Benedict Hills HOA, Advocates for Viable Airport Solutions, Encino Neighborhood Council, San Fernando Valley Coalition for Clean Air, Save Coldwater Canyon, Sherman Oaks and Encino for Quiet Skies, Studio City for Quiet Skies, UproarLA, and Valley Village HOA.
- Each community group speaker was given up to three (3) minutes to speak. After these comments were received, the agenda shifted to Public Comment.

Public Comment



- The public comment portion of the meeting was conducted following protocols established in the agenda distributed prior to the Task Force Meeting.
 - Public comments were accepted online via a web form with an approximate 200-word limit. Members of the public could access the webform via Hollywood Burbank Airport's website at www.hollywoodburbankairport.com/noise-environment/noise-task-force. Alternatively, members of the public could submit comments via telephone to (818) 485-1449, with a one-minute limit. Written comments were accepted for each agenda item up until that agenda began, with the exception of this dedicated Public Comment agenda item which remained open for an additional 15 minutes.
 - Telephone comments must have been received at least 24 hours prior to the start of the meeting.
 - The first 200 words of each submitted written comment were read aloud, and the first minute of each received oral comment were transcribed and read aloud. The Public Comment concluded at 10:00PM with public comments that were not able to be read but had been recorded. The chair closed the meeting and stated that the meeting will continue on Thursday, May 7, 2020.

Summary of the Thursday, May 7, 2020 meeting:

Call to Order

- The Chair, Ms. Emily Gabel-Luddy, reconvened and called the meeting to order. The chair then explained the meeting's online format and described how public comments will be accepted for the meeting.

Roll Call

- The Facilitator, Mr. Gene Reindel (HMMH), provided roll call, and determined there was a quorum.

Public Comment

- There were ten public comment submitted on the proposed By Law changes, and three were read aloud as some were similar in nature. At the conclusion of public comments, the facilitator turned to the next agenda item.

Proposed By Law Changes

- The current Task Force by-laws require a majority vote to approve a recommendation. A change to the by-laws would require four votes to approve a recommendation. There was discussion on what to do in the case of a tie, and if an asterisk would be used to denote such a vote result. Vote totals will be included as an attachment but will not be included as part of the individual recommendations.
- The Chair moved to vote on the by-law's amendment; Mr. Krekorian seconded the motion.
 - The by-laws amendment was approved with a majority vote of 6-1.



Task Force Member Discussion

- Four non-voting members of the Task Force submitted comments. Two written comments were received from Congressman Ted Lieu and Congressman Tony Cardenas that were read aloud. Two audio messages from Congressman Adam Schiff and Congressman Brad Sherman were played out loud. Federal representatives of California also wrote a letter to FAA Administrator Dickerson.

Task Force Member Approval of Recommendations

- This began with a presentation by HMMH titled "Final 7th Meeting of the South Fernando Valley Airplane Noise Task Force". The Task Force has developed 19 recommendations, covering six categories to be voted on. The six categories are: southern shift in flight track, slow departing aircraft, concentration of flight tracks, unequal distribution of aircraft noise, nighttime aircraft noise, and insufficient noise mitigation.
- To get to this point members were asked to provide recommendations, then, HMMH consolidated the recommendations. From this consolidated list, expectations should be managed: no additional recommendations were included to those provided to the Task Force Members on April 30, 2020. No major revisions should be made at this point.
- In order to facilitate a voting process for the Task force, the following rules were followed:
 - Facilitator will read the consolidated recommendations and summarize HMMH's notes.
 - Facilitator will then ask for a motion and then a second to approve each recommendation.
 - Chair will then ask if there is any discussion on the recommendation.
 - Facilitator will ask each voting member individually for their vote.

The voting process began. Results of all votes are included in **Figure 1**.

Voting Member	Status	City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu	Total Number of Yes Votes	
Recommendation 1	Approved	Yes	Yes	Yes		Yes	Yes	Yes	Yes	7	
Recommendation 11	Fail	Motion to Vote Did Not Carry									1
Recommendation 2	Fail	No	No	No	No	No	No	Yes	No	1	
New Recommendation 2	Approved	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8	
Recommendation 3	Approved	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	7	
Recommendation 10	Fail	No	No	No	No	Yes	No	No	No	1	
Recommendation 4	Approved	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8	
Recommendation 5	Approved	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8	
Recommendation 6	Approved	No	No	Yes	Yes	No	Yes	Yes	Yes	5	
Recommendation 7	Approved	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8	
Recommendation 8	Fail	No	No	No	No	No	No	No	No	0	
Recommendation 9	Approved	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	7	
Recommendation 12	Approved	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8	
Recommendation 13	Approved	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8	
Recommendation 14	Approved	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8	
Recommendation 15	Approved	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8	
Recommendation 16	Approved	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8	
Recommendation 17	Approved	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8	
Amended Recommendation 17	Approved	Abstain	Abstain	Yes	Yes	Yes	Yes	Yes	Yes	6	
Recommendation 18	Approved	Abstain	Abstain	Abstain	Yes	Yes	Yes	Yes	Yes	5	
Recommendation 19	Approved	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8	



Figure 1. Voting Results on BUR Task Force Recommendations

A summary of discussions during the process is also included in this section. The first recommendations involved the Southern Shift of Flight Tracks.

Recommendation 1: Immediately restore the BUR Runway 15 departure flight tracks to 2007 conditions without implementing a new procedure.

Recommendation 11: Maintain current dispersion for BUR departures rather than moving the southernmost departures to more northerly flight routes.

- Both Recommendation 1 and 11 were grouped together because they are contradictory in nature.
- Mr. Koretz moved to vote on Recommendation 1; Ms. Springer seconded the motion.
- Mr. Sanchez moved to vote on Recommendation 11; there was no second. The motion on recommendation 11 failed.

Members voted on Recommendation 1. The recommendation was approved with a unanimous vote of 7 to 0¹.

Recommendation 2: Design and implement an “open” Standard Instrument Departure (SID) procedure using waypoints along the 101 Freeway for Runway 15 departures from BUR.

- Discussion of this recommendation focused on community groups goals to increase dispersion of flight tracks, and if it would be feasible to design and implement an open SID designed for maximum dispersion for Runway 15 departures. The facilitator (Mr. Reindel) noted that effectively an open SID already exists because of how ATC already control aircraft when they turn to different headings. A question was raised to clarify the recommendation as written. Mr. Reindel restated that what an open SID would do, is still create dispersion, but not as much as you have today, or in 2007. It would not be a full instrument departure (which would be a very concentrated flight path) and it would not be as dispersed as a simply controller-based procedure. The way the recommendation is written now, ATC would not allow aircraft to go south beyond certain way points. Dispersion would be north of the waypoints. The Task Force continued discussion about flights with the waypoint at the 101 potentially going too far south. An understanding was reached on the differences between Recommendation 1 and Recommendation 2. Recommendation 2 would not be a concentrated path, it would be more concentrated than now, but still a dispersed path. The intent of the procedure would be to eliminate all flight paths south of the 101.
 - Mr. Koretz moved to vote on Recommendation 2 as written; Ms. Springer seconded the motion.

¹ The City of Pasadena was not present for this vote.

- A question was then asked to elaborate on the issues (elevation of waypoints and required separation) the FAA has regarding arrivals to Runway 8.
- The facilitator confirmed that the FAA has stated that maintaining separation of aircraft is required, which is one of the reasons the aircraft do not immediately turn north. The 101 does not provide the separation the FAA would like to ensure that every operation would have the required separation using that procedure. If you move the waypoints to the south then the FAA believe you can get the separation. You need 3 nm of lateral separation and 1,000 feet vertical separation and the problem with this proposal is there is not 3 nm of lateral separation.
- Discussion continued on not trying to move flights to new communities but trying to say that some communities have faced this noise before and how to shift southern flight tracks from over high elevated communities that are more impacted to lower elevations.
- Task Force members discussed a potential amendment to the recommendation. Mr. Reindel recommended the Task Force should vote on Recommendation 2 first and then make a motion as a substitute to Recommendation 2.
- Further clarifying information on the nature of the recommendation was provided, including that the recommendation is clear; it would be attempting to have no aircraft fly south of the 101. Which means by default it would create a concentration of flights along the 101 and north of the 101 that currently do not exist.
- Ms. Gabel-Luddy: "Is there any further comment or discussion on this item?"
- Ms. Springer: "Is there a motion for Recommendation 2 as written?"
 - Ms. Gabel-Luddy: "There is a motion to adopt Recommendation 2 as written."



Members voted on Recommendation 2: the recommendation was not approved with a majority no vote of 7 to 1.

New Recommendation 2: "The Task Force opposes the FAA proposed changes to SLAAP2 and OROSZ3 as written and to design and implement a procedure designed for maximum dispersal for Runway 15 departures at BUR airport."

- Mr. Krekorian proposed a new Recommendation 2. This recommendation is that the Task Force opposes the FAA proposed changes to SLAAP2 and OROSZ3 as written and to design and implement a procedure designed for maximum dispersal for Runway 15 departures at BUR airport.
 - Mr. Koretz seconded the new Recommendation 2.
- This recommendation would oppose the new procedures that would cement the southern shift over the hills and would put the onus on the FAA to design departure procedures to achieve what the Task Force members and public are requesting: dispersal of flights so no one has to take the majority of flights. By maximizing dispersion, it helps alleviate the burden of one community.
 - Mr. Reindel commented that this recommendation does not directly contradict with any other recommendations, however there are some recommendations to be voted on that discuss those procedures.
- Because Recommendation 2 was now voted off the table, this motion became "new Recommendation 2".

Members voted on the new Recommendation 2: the recommendation was approved with a unanimous vote of 8 to 0.

Recommendation 3: Design and implement a modified RNAV (Required Navigation) procedure for Van Nuys Airport (VNY) Runway 16R that results in earlier turns of departing flights and allow a greater percentage of the departing flight tracks to be over the uninhabited Sepulveda Basin as is the case when using the 2.2 DME departure procedure at VNY

- Mr. Koretz moved to vote on Recommendation 3; Mr. Najarian seconded the motion.
- Mr. Greif provided a brief history to explain the issue to members.
- An amendment was offered to make a change to Recommendation 3, the modification would add language saying, "to immediately stop the use of the procedure with the PPPRY Waypoint".
- The amendment was accepted.

- A question was asked about Recommendation 4 which would be to increase the climb gradient, a Task Force member asked what would be the projected elevation of those flights over Victory Boulevard and the noise implication? Mr. Reindel stated that analysis has not been completed at this time. The Task Force turned back to the amended Recommendation 3.

Task Force Members voted on the amended Recommendation 3: the recommendation was approved with a majority vote of 7 to 1.

Recommendation 10: Maintain current dispersion for Van Nuys Airport (VNY) departures to the south crossing over Victory Boulevard and over the Sepulveda Basin rather than moving the southernmost departures to more northerly paths.

- Mr. Sanchez moved to vote on Recommendation 10; Ms. Springer seconded the motion.

Task Force Members voted on Recommendation 10: the recommendation was not approved, with a majority no vote of 7 to 1.

Recommendation 4: In the near term, increase the climb gradient for aircraft departure procedures at BUR and VNY to above 500 feet per nautical mile.



- Ms. Springer moved to vote on Recommendation 4; Mr. Koretz seconded the motion.
- Task Force members discussed the nature of NADP flight paths, climb gradients, and the need for FAA waivers on flights with a 500 foot / nm climb gradient.
- Mr. Krekorian moved that Recommendation 4 be amended to read “In the near term increase the climb gradient for aircraft departure procedures at Hollywood Burbank Airport and Van Nuys Airport to the maximum allowable immediately and expedite any waivers required to exceed 500 feet/nm.”
- Mr. Greif seconded the motion.
- The nature of the amendment was discussed, and what impacts the noise in neighborhoods near the airport would be, as well as how to determine what the optimum climb gradient would be. The need for FAA waivers was further discussed and it was confirmed that what the FAA told the Task Force is there is a waiver requirement of 500 feet. Discussion concluded that the recommendation is proposing the maximum up to the restraint, but ultimately discussions with the FAA will still occur.

Members voted on the amended Recommendation 4: the recommendation was approved with a unanimous vote of 8 to 0.

Recommendation 5: Conduct a study to determine how to obtain the lowest noise levels from aircraft departures from Hollywood Burbank Airport (BUR) Runway 15 and Van Nuys Airport (VNY) Runway 16R in the South San Fernando Valley communities through increased climb gradients, noise abatement departures profile (NADP) procedures, de-rated takeoff procedures, or a combination of the three alternatives.

- HMMH has added text to the recommendation “and implement the best procedure(s) based on the study findings.
- Ms. Springer moved to vote on Recommendation 5; Mr. Najarian seconded the motion.
- Discussion was had about the added language, specifically that had Recommendation 4 not been approved, the additional language would have been critical. A suggestion was made to strike the added language. Mr. Koretz stated the Task Force should acknowledge the fact that a study is a long-term fix and will not provide immediate or midterm relief and it could be 2-3 years before we get a study back.
- Mr. Reindel confirmed that studies like a noise and land use compatibility (Part 150) studies can take 1-3 years. Additionally, a more focused study that is not a Part 150, could probably take 1 year to 18 months.
- Members agreed to vote on Recommendation 5 without the addition of the HMMH provided language.

Members voted on Recommendation 5: the recommendation is approved with a unanimous vote of 8 to 0.

Recommendation 6: Replace current NextGen aircraft procedures at Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY) with procedures that provide better dispersion of flight tracks, such as “open” departures and diverse vector area (DVA) procedures.

- Mr. Najarian moved to vote on Recommendation 6; Mr. Koretz seconded the motion.
 - Members discussed concentration of flight paths and the wording of the recommendation and how the recommendation interacts with Recommendation 1 and the change to Recommendation 2. Concerns were expressed about how the FAA is currently saying certain recommendations are difficult or impossible to do. Mr. Reindel commented that it is still fine to recommend procedures that the FAA has already commented on. Open SID, NextGen, and satellite navigation was further discussed. Ultimately, it is going to be clear to the FAA and other entities responsible for implementation - that it is not just the recommending measure they need to review it is also the supporting recommendations made by the Task Force that accompany the recommendations so the FAA can see what was intended; and then attempt to solve the problem(s).

Members voted on Recommendation 6: the recommendation was approved with a majority vote of 5 to 3.

Recommendation 7: Provide for Instrument Flight Rules (IFR) procedures for aircraft to arrive all runways at Hollywood Burbank Airport (BUR).

- Mr. Tornek moved to vote on Recommendation 7; Ms. Springer seconded the motion.

Members voted on Recommendation 7: the recommendation is approved with a unanimous vote of 8 to 0.

Recommendation 8: Implement preferential runway use plans at both Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY) to have aircraft depart directly to the north when winds allow for aircraft to depart the northerly aligned runways.

- Mr. Greif moved to vote on Recommendation 8; Ms. Springer seconded the motion.
- Mr. Sanchez expressed concern that the Task Force appears to be recommending moving flight paths to the north San Fernando Valley, which only has one voting member and one advisory member on the Task Force. The reason for this concern is informed by letters from Council Member Monica Rodriguez and Assemblywoman Luis Reza, who submitted letters against Recommendation 8. The City of San Fernando also opposed the recommendation. None of those organizations have a vote in the Task Force. He further stated how potentially moving flights to the north would only hurt areas in the South San Fernando Valley that are already burdened with many issues from bad land use decisions. These socio-economic concerns were discussed, and Mr. Sanchez urged the Task Force to vote no on Recommendation 8.
- Mr. Krekorian agreed, and stated he shares the concerns expressed by Mr. Sanchez that it is not acceptable to take one neighborhoods problem and shove it onto another neighborhood and he also would not support Recommendation 8.
- Mr. Tornek agreed that the Task Force cannot ignore the social justice issues and the environmental degradation that happens in that part of the valley and even though he was one of the people initially advocating for the recommendation, after analysis and discussion he will not support the recommendation.
- Discussion continued and Task Force members agreed they want to avoid doing exactly what the FAA did to the southern communities. To further the conversation on flight tracks, the facilitator reminded the Task Force that there is a Recommendation 17 yet to be voted on which is a Part 150 update. In a Part 150 update preferential runway use programs can be analyzed and considered.
- Task Force members agreed with Mr. Reindel's suggestion in considering runway usage as part of the Part 150 study makes sense. This way, nothing would be changed unexpectedly on a community that has not been at the table or a part of the process. It was further agreed that studying equitable distribution with public input and consideration of all the environmental, noise and social justice impacts should be considered.
- Mr. Sanchez moved to disapprove Recommendation 8; Mr. Tornek seconded the motion.

Members voted on disapproving Recommendation 8: the recommendation was not approved with a unanimous vote of 8 to 0.



Recommendation 9: Create “open” Standard Instrument Departure (SID) Procedures at Hollywood Burbank Airport (BUR) for Runway 8, Runway 26 and Runway 33 mimicking the ELMOO NINE conventional procedure.

- Mr. Krekorian moved to vote on Recommendation 9; Mr. Koretz seconded the motion.
- Task Force members discussed how this recommendation incorporates previously received specific recommendations such as increase the utilization of ELMOO 9, as well as allow for eastbound departures to use Runway 8 and adopt an enforceable process to ensure meaningful reduction of Runway 15 departures as a whole.
 - Mr. Reindel stated his understanding is that the existing procedure for ELMOO9 is limited by aircraft that can use that procedure. So, this recommendation would develop a new procedure to mimic the ELMOO9. Mr. Krekorian asked if the idea would be an RNAV that would still be the same general route so that the banking would go to the east instead of the west for Runway 15 departures. Mr. Reindel confirmed that is the intent of the recommendation.
- Ms. Gabel-Luddy commented that with her ten years of experience with take-offs, and landings BUR that the recommendation as stated is fine, noting that eastbound departures over 12,500 pounds the FAA will not agree to.
- **Members voted on Recommendation 9: The recommendation was approved with a majority vote of 7 to 1.**
- Mr. Krekorian moved to add Runway 15 to Recommendation 9.
- Ms. Gabel-Luddy confirmed with airport staff they do not believe this would cause conflicts with landing at LAX. The amendment was adopted, and the Chair agreed to add Runway 15 to Recommendation 9.



Recommendations 12-16:

- Mr. Greif asked if the Task Force would support a motion to consolidate or take up together Recommendations 12, 13, 14, 15 and 16? This is because they all appear to be non-controversial.
- The Chair took a vote, 7 members agreed to combined Recommendations 12, 13, 14, 15 and 16.
- Mr. Greif moved to vote on recommendations 12, 13, 14, 15 and 16 combined; Mr. Krekorian seconded the motion.
- Mr. Tornek noted before voting on Recommendation 15 that everyone should know for the record that without additional federal funding, the noise abatement investments required in the recommendation would financially break the airport. The assumption is that the airport would have to apply for federal assistance to implement these abatement procedures to upgrade the homes. While he stated his support for the measure, it should be known federal funding is needed, or it would not be financially feasible for the airport to sustain it.
- Ms. Gabel-Luddy confirmed a clarifying note will be added to Recommendation 15 stating federal funding is needed to fully implement a program.
- Mr. Krekorian commented that there are congressional representatives as non-voting members on the Task Force. He continued that The Task Force should ask the federal representative to request federal funding for mitigation measures. This would be an important deliverable for the neighborhoods that have been impacted by this noise shift. He finished by stating the Task Force should formally ask their representatives in Congress and the Senate to seek such funding.
- The members discussed the idea of signing a joint letter from all of us. This letter would carry a lot of weight to get something like receiving federal funding accomplished. Ms. Gabel-Luddy and Mr. Tornek agreed to follow up with drafting a letter and will provide it to the Task Force.

Members voted on Recommendations 12-16: the recommendations were approved with a unanimous vote of 8 to 0.

Recommendation 17: Maintain and update when and if necessary the Noise Exposure Map (NEM) and Noise Compatibility Program (NCP) at Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY) in order to continue to provide noise mitigation to all potentially eligible property owners and continue to monitor the aircraft operations and associate noise levels throughout the San Fernando Valley communities, and for each airport to include a consideration of preferential runway use analysis within their next Part 150 updates

- Task Force members and the facilitator discussed the language to be included in the recommendation to specifically request that preferential runway use be evaluated in the next Part 150 updates for BUR and VNY. This language would be added based on the discussion that occurred before the voting on Recommendation 8.
- Mr. Reindel advised the Task Force that when evaluating effects of modifying the preferential runway use program at those airports during a Part 150 study, the airport must show the effect it would have on the CNEL contours and if you would be subjecting more people or fewer people to CNEL noise levels.
- Task Force members also agreed to amend the recommendation to remove the “south” from South San Fernando Valley, and simply state the San Fernando Valley.
- Mr. Greif moved to vote on the amended recommendation; Mr. Koretz seconded the motion.

Members voted on amended Recommendation 17: the recommendation was approved with a unanimous vote of 8 to 0.

Recommendation 18: Create a Citizen’s Advisory Committee at Hollywood Burbank Airport (BUR) to address community concerns throughout the South San Fernando Valley.

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- Mr. Krekorian moved to vote on Recommendation 18; Mr. Koretz seconded the motion.
 - Mr. Sanchez proposed an amendment to Recommendation 18: remove south, it should include all of San Fernando Valley.
 - Mr. Krekorian and Mr. Koretz agree to remove south.
 - Members discussed the need for abstention votes because this recommendation would have to go to the airport authority to ultimately decide and implement.

Members voted on amended Recommendations 18: the recommendation was approved with a majority vote of 5 to 0, with 3 abstentions.

Recommendation 19: Require the Federal Aviation Administration (FAA) to respond to community and Airport requests and provide post implementation results from NextGen aircraft procedures including the implementation of the Southern California Metroplex and future implementations and all supporting documents, the Noise Screen that was provided to Benedict Hills in about January 2018, and all documents requested under the Freedom of Information Act.

- Mr. Krekorian moved to vote on Recommendation 19; Mr. Tornek seconded the motion.
- Members discussed including the addition of requesting a 45 day or quarterly updates to give a specific timeframe for responses.
- Mr. Reindel mentioned that in FOIA requests there is a certain amount of time to respond and that the FAA prefers to go through FOIA to request information so there is a paper trail for them for what was released and to whom.
- Mr. Krekorian stated that this is not meant to be an aspirational request, it is not meant to be referred to requests in the future, it is designed to ensure the FAA provides documents we as a Task Force and some of us individually have asked for many times. It was not meant to be future documents but also to turn over what we have asked for in previous requests.
- Discussion continued on previous FOIA requests, and what language to add into the recommendation to make it clear that the Task Force would like responses and information expeditiously.
- The Vice Chair and the Chair agree to add in “quarterly responses” to the recommendation.

Members voted on amended Recommendation 19: the recommendation was approved with a unanimous vote of 8 to 0.

- The voting on recommendations concluded.
- Mr. Koretz stated we should be clear the Task Force is not disbanding. He continued that, as a body, the Task Force should exist until problems are solved.
- Mr. Krekorian agreed with Mr. Koretz and discussed the need to check the bylaws of the Task Force and if they provide for any sunset or termination date. He stated that if it was intended as a motion by Mr.

Koretz, he seconds the motion to continue the Task Force. Mr. Koretz confirmed that if it was necessary as a motion, it was intended to be as such.

- A discussion on the bylaws continued, and Mr. Reindel stated that he recalls initially the Task Force was setup for a specific number of meetings which has now been expended.
- This motion was not an agenda item, and as such the Task Force could not proceed to voting. A recommendation was received to recess and not adjourn – which would allow for the Task Force to pick up this discussion later.

Task Force Member Prioritization of Approved Recommendations

- Mr. Reindel recommended prioritization by category and not by recommendation.
- Task force members discussed that prioritization is an FAA request, which some members say is an attempt to mollify the Task Force so the FAA can work on a top priority. Members all agreed that the priorities of the Task Force are everything the Task Force says.
- Mr. Krekorian moved to table the prioritization; Mr. Koretz seconded the motion.
- Ms. Gabel-Luddy suggested saying that all recommendations are high priority.
- Mr. Krekorian withdrew his original motion.
- Mr. Krekorian moved to prioritize all recommendations as high priority; Mr. Koretz seconded the motion.



Members voted on the motion: the motion was approved with a unanimous vote of 8 to 0.

- Additional discussion occurred on recommendations that were thought to not be incorporated into the consolidated recommendations proposed. The first issue was in regard to Runway 33 arrival procedures over the Santa Monica Mountains as it was a new unpublished procedure that has frequently been used in certain wind conditions arriving flights come over the mountains then into Runway 33.
- Other issues the Task Force members discussed included the nature of wind conditions and runway usage which led to a recommendation to further modify Recommendation 17. Task Force members agreed to vote on an amendment to Recommendation 17. The modification states that in addition to the inclusion of a preferential runway use review in future Part 150 updates, a review of Runway 33 arrival procedures over the Santa Monica Mountains (alternatives or elimination) should be considered through the Part 150 process.
- **Members voted on the motion to modify Recommendation 17: The motion was approved with a majority vote of 6 to 0, with two abstentions.**

Next Steps

- HMMH will document the voting and results, and everything will be deemed as a high priority.
- HMMH will prepare the formal submittal to the FAA and other entities.
- HMMH will prepare submittal letters for the Chair and Vice Chair to sign.
- Closing comments.
- The Chair recessed the meeting.

Sincerely yours,

Harris Miller Miller & Hanson Inc.

A handwritten signature in blue ink that reads 'Justin W. Cook'.

Justin W. Cook - INCE, LEED GA
Principal Consultant

cc: Gene Reindel, HMMH Vice President and Task Force Facilitator