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 submtted 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