



August 16, 2021

Via Email; Original via U.S. Mail

Honorable Paul Krekorian  
 City Councilmember, City of Los Angeles, 2nd District  
 Vice-Chair, Southern San Fernando Valley Airplane Noise Task Force  
 200 N. Spring Street, Room 435  
 Los Angeles, CA 90012

Honorable Paul Koretz  
 City Councilmember, City of Los Angeles, 5th District  
 Member, Southern San Fernando Valley Airplane Noise Task Force  
 200 N. Spring Street, Suite 440  
 Los Angeles, CA 90012

Honorable Nithya Raman  
 City Councilmember, City of Los Angeles, 4th District  
 Member, Southern San Fernando Valley Airplane Noise Task Force  
 200 N. Spring Street, Suite 415  
 Los Angeles, CA 90012

Re: Update on Noise Task Force Recommendations

Dear Councilmembers Krekorian, Koretz, and Raman:

The Burbank-Glendale-Pasadena Airport Authority (BGPAA), owner and operator of the Bob Hope Airport (commonly known as Hollywood Burbank Airport) (BUR), is in receipt of your July 16, 2021 correspondence seeking an update on BGPAA's actions to address the recommendations of the Southern San Fernando Valley Airplane Noise Task Force (Task Force). The requested update is provided below. This update is supplemental to my August 17, 2020 letter to Task Force Chair Emily Gabel-Luddy and Vice Chair Paul Krekorian, a copy of which is enclosed for your convenience.

Preliminarily, it is important to note that, four days before you sent your letter, the City of Los Angeles (LA) filed a lawsuit against BGPAA and the Federal Aviation Administration (FAA) in an effort to block the replacement terminal project. BGPAA remains committed to working with the community and other stakeholders to help identify potential actions to reduce airplane noise without shifting noise to other noise-sensitive communities. Unfortunately, LA's lawsuit places our agencies in an adversarial posture and hampers BGPAA's ability to communicate freely and work with LA to achieve the shared goal of airplane noise reduction. A speedy and amicable resolution of that lawsuit is in the best interest of our agencies, and the general public, because

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the replacement terminal project will significantly enhance safety and has nothing to do with airplane noise.

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#### **Recommendation 4**

As explained in my August 17, 2020 letter, BGPAA is addressing Recommendation 4 by undertaking a new Part 150 study once there has been sufficient operational and economic recovery from the COVID-19 pandemic. Enplanement levels at BUR have improved in recent months, but are not yet to the point where it is appropriate to begin a new Part 150 study. Assuming a continuation of the current favorable trend, BGPAA anticipates that the new Part 150 study will commence next summer.

#### **Recommendation 7**

As explained in my August 17, 2020 letter, Recommendation 7 involves a federal action that can only be taken by the FAA. BGPAA will review and comment as appropriate on any additional instrument arrival and departure procedures that the FAA designs and implements for BUR.

#### **Recommendation 11**

As explained in my August 17, 2020 letter, BGPAA monitors all aircraft operations for compliance with the voluntary curfew and takes appropriate actions to encourage compliance when violations occur. Further, the “Noise Rules Summary” page on BGPAA’s website contains the following notice: “The Authority has a long-standing voluntary curfew on scheduled arrivals and departures of passenger airline operations between the hours of 10 p.m. and 6:59 a.m. During those hours, airlines are strongly encouraged not to schedule any arrivals or departures.” Additionally, the Authority will update its noise abatement best practices guide as part of the new Part 150 study and that update will include additional language encouraging general aviation operators to be cognizant of the applicable voluntary curfew.

#### **Recommendation 14**

As explained in my August 17, 2020 letter, BGPAA is addressing Recommendation 14 by undertaking a new Part 150 study once there has been sufficient operational and economic recovery from the COVID-19 pandemic. Again, if the current favorable trend of enplanement levels at BUR continues, it is anticipated that the new Part 150 study will commence in next summer.

#### **Recommendation 15**

As explained in my August 17, 2020 letter, BGPAA is addressing Recommendation 15 by creating a Citizen’s Advisory Committee. On December 14, 2020, the BGPAA Commission adopted Resolution No. 488 establishing the Hollywood Burbank Airport Citizen’s Advisory

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Committee to provide recommendations on updates to the Noise Exposure Map and Noise Compatibility Program as part of the new Part 150 study. The Committee will be comprised of three representatives from each of BGPAA's member cities and three representatives from LA (one each from Council Districts 2, 4 and 6). A copy of the resolution is enclosed for your convenience.

**Demand for Instrument Flight Procedure Gateway Request**

In addition to asking for an update on BGPAA's response to the Task Force recommendations, your letter demands that BGPAA "immediately submit an Instrument Flight Procedure (IFP) Gateway request to the FAA regarding the exploration of any and all new waypoints and flight path options." It is important to highlight that this contradicts the unanimous decision by the Task Force, including each of you, to oppose the implementation of waypoints in departure procedures south of BUR.

Please be advised that BGPAA has been requesting the FAA to address the shift in flight paths for several years. Moreover, on June 17, 2019, the BGPAA Commission adopted Resolution No. 483 recommending to the FAA implementation of alternative dispersal headings and optimization of ascent for flights departing BUR in order to achieve an equitable distribution of impacts on affected communities. A copy of that resolution is attached for your convenience. BGPAA will renew this request to the FAA.

Please also be advised that the FAA has awarded a contract for an Environmental Assessment for proposed amendments to two existing departure procedures at BUR. It is BGPAA's understanding that the FAA is considering the Task Force's recommendations as reasonable alternatives to the proposed amendments.

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In closing, I wish to reiterate that BGPAA is mindful of airplane noise complaints and is supportive of measures that will equitably distribute impacts on affected communities. Also, because it appears that you did not send a copy of your correspondence to LA Councilmember Nury Martinez (who also served on the Task Force), I am providing one to her along with a copy of this response. Given that her district is proximate to BUR, and given that she will be solicited for a recommendation on her district's representative on the Hollywood Burbank Airport Citizen's Advisory Committee, it is vital that she have an opportunity to participate in any discussions between BGPAA and LA about these issues.

Sincerely,

Frank R. Miller  
Executive Director

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Enclosures:

August 17, 2020 Letter to Task Force Chair Gabel-Luddy and Vice Chair Krekorian  
BGPAA Commission Resolution No. 483  
BGPAA Commission Resolution No. 488

cc: BGPAA Commissioners

Nury Martinez, Councilmember, City of Los Angeles, 6th District