



Friday, July 16th, 2021

Mr. Frank Miller
Executive Director
Hollywood Burbank Airport
2627 N Hollywood Way
Burbank, CA 91505

Dear Mr. Miller:

As you know, in recent years many of our constituents in the San Fernando Valley and the Santa Monica Mountains have experienced worsening noise impacts caused by flights departing from and landing at both Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY). These changes have caused widespread public outrage and a massive spike in noise complaints regarding both airports.

In response to these concerns and complaints, the Southern San Fernando Valley Airplane Noise Task Force was created at the initiation of the Burbank-Glendale-Pasadena Airport Authority (“BGPAA”) and Los Angeles World Airports (“LAWA”). The mission of the Task Force was “to provide a forum for representatives of communities that are currently being affected, and those that could potentially be affected, by aircraft procedural and operational changes related to aircraft noise in the southern San Fernando Valley.” The members of the Task Force received voluminous public comment, heard extensive expert presentations, and thoroughly debated and considered appropriate actions that the responsible parties could take. The Task Force agreed upon and approved sixteen recommendations directed at mitigating the noise impacts, and those recommendations were transmitted to the Federal Aviation Administration (“FAA”), BGPAA and LAWA for further action.

We are writing to follow upon the Task Force recommendations that were transmitted to BGPAA. Within the bylaws by which the Task Force was created, BGPAA expressly stated that it is “committed to continuing to work with the community, the Federal Aviation Administration (FAA), and other stakeholders to help identify potential actions to reduce airplane noise annoyance without shifting noise to other noise-sensitive communities.” Yet over a year has passed since the recommendations were approved and submitted to BGPAA, and the Task Force has not been informed of any progress on any of them.

By contrast, staff at Van Nuys Airport have been in continuous conversation with the Federal Aviation Administration as they work through similar recommendations and concerns, including the formation of a working group to review departure waypoints at VNY. Most recently, LAWA staff reported to the Los Angeles Board of Airport Commissioners (BOAC) on the progress that they are making with the FAA.

Therefore, the undersigned Los Angeles City Councilmembers request your immediate follow-up to the Task Force recommendations below. It is our understanding that some or all of these recommendations may be taken up for consideration by the BGPAA at its board meeting next week, and we encourage the Board to treat these recommendations with the seriousness demanded by the degree of public concern and by the amount of work devoted to this process by Task Force members.

Recommendations from the Southern San Fernando Valley Airplane Noise Task Force Directed to BUR

Recommendation 4 - “*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, derated takeoff procedures, or a combination of the three alternatives.*” In their response to the Task Force Recommendations, BGPAA states the need to conduct a new Part 150 Study to determine how best to obtain the lowest noise levels from aircraft departures. **Is there a current timeline for undertaking the new Part 150 study?**

Recommendation 7 - “*Provide for Instrument Flight Rules (IFR) procedures for aircraft to arrive all runways at Hollywood Burbank Airport (BUR).*” **Has the BGPAA submitted a request for the FAA to publish these instrument approaches? If not, why not?**

Recommendation 11 - “*Increase enforcement of the existing voluntary curfew at Hollywood Burbank Airport (BUR).*” In order to increase enforcement of the existing voluntary curfew at Hollywood Burbank Airport, BGPAA’s response to the Task Force stated that the Authority would consider including language that encourages general aviation operators to be cognizant of the voluntary curfew applicable to the scheduled air carriers, subject to consistency with the Airport Noise and Capacity Act. **Has this item been considered by the BGPAA and if so, could you please provide an update?**

Recommendation 14 - “*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 associated noise levels throughout the San Fernando Valley communities. The NCPs will specifically consider preferential runway use programs in a coordinated approach at both airports to determine whether more northerly flow provides noise benefits. The NCP at BUR will also analyze Runway 33 arrivals to limit the use of the flight path some operators use to arrive over the Santa Monica Mountains.*” In BGPAA’s response to the Task Force Recommendations, BGPAA states, in order to provide noise mitigation to all potentially eligible property owners and to monitor aircraft noise and operations in the San Fernando Valley and Santa Monica Mountain communities, they noted a need for a new Part 150 study, similar to recommendation 4. **Again, is there a current timeline for undertaking the new Part 150 study?**

Recommendation 15 - “*Create a Citizen’s Advisory Committee at Hollywood Burbank Airport (BUR) to address community concerns throughout the San Fernando Valley.*” The Task Force recommended creating a Citizens Advisory Committee at Hollywood Burbank Airport to address community concerns; BGPAA anticipated a final determination on this by the end of 2020. **Can BUR provide an update regarding the formation of a CAC?**

In addition, in order to provide relief to the communities impacted by the shift in the flight paths, BUR must 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. The IFP Gateway request should also include exploration of any and all other technical improvements that would help disperse flights more equitably. Our request is that the waypoints qualify as fly by waypoints, as opposed to fly-over-waypoints, in order to reverse flight concentration over our communities.

The Task Force assumed the limited role of developing these recommendations and working with both airports to find a path forward to address the concerns of our residents. That work is complete, yet we still wait for BUR to follow through with the recommendations and requests mentioned above.

Each of the undersigned Los Angeles City Councilmembers will continue to use all means available to ensure that our constituents' concerns are taken seriously and are effectively addressed. We expect an update from Hollywood Burbank Airport within 30 days, focusing on actions the airport is taking to address the recommendations put forth by the Task Force, along with the additional requests made in this letter. We look forward to hearing from you and stand ready to work with your staff and advocate with the FAA to protect the interests of our residents.

Very truly yours,



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Airplane Noise Task Force



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