Tonight’s Presentation

- History of noise at the airport
- Future noise impacts
- Review of past noise mitigation efforts
- Future noise mitigation
- Key questions to consider
Principles of airport noise

Perception of airport noise is a function of –

- Number of aircraft operations (landings and takeoffs)
- Location of flight tracks (aircraft routes in the sky)
- Type of aircraft engine
- Time of day
Basic Trends

At Burbank Bob Hope Airport, since the 1970s:

- The number of flights has **DECREASED**
- The location of flight tracks is **UNCHANGED**
- Aircraft engines have become **QUIETER**
- Nighttime operations have **DECREASED**
Latest airport forecast – all flights
1998

CNEL Contour Areas

~~ 4th Quarter 1998 65dB Contour = 1508 Acres

~~ 4th Quarter 1998 65dB Contour = 1252 Acres
2008

CNEL Contour Areas

- 4th Quarter 1986 65dB Contour = 1508 Acres
- 4th Quarter 1998 65dB Contour = 1252 Acres
- 4th Quarter 2008 65dB Contour = 873 Acres
2017 Forecast
Noise trends

- The noise levels today are substantially lower than have ever been in the past
  - Noise is unlikely ever to reach the peak levels experienced in 1978
  - Total aircraft traffic is not projected to reach the peak level of 1989 for decades (if ever)
Combined efforts to address noise


- Curfew ordinance (1970)
- Litigation
- Seek Legislation

CITY

- Cal Trans Noise Variance
- Seek Legislation

AUTHORITY

- Sound Insulation
- Part 161 Study
- Part 150 Study
- 150 Study
- Airport Noise Rules
- 150 Study
The City has been working on noise mitigation since before the Airport Authority was created in 1970s.

The City tried to impose a curfew in 1970 when Lockheed still owned the airport.

The U.S. Supreme Court struck down the City’s ordinance in 1973.
The Airport has had noise rules since 1978-80 which limit noisiest aircraft and force quiet-flying.

Voluntary curfew adopted for commercial airlines established in 1980s.

Airlines agreed in 1987 to use only quieter stage 3 equipment – 13 years before mandated by federal law.
The Authority has been sound insulating homes and schools since the late 1980s (and has spent over $105 million)

As of June 30, 2,350 residences and four (4) elementary schools have been insulated

104 single family residences remain to be insulated{BURBANK OR LA?]
Authority must report to Cal Trans its noise mitigation efforts and get Cal Trans approval every 3+ years

- Cal Trans has imposed detailed noise mitigation requirements - in 1998, 2002 and 2007
- Next Cal Trans review has been temporarily postponed as City-Authority discuss long term solutions
Authority’s aggressive FAA- and Cal Trans-approved noise mitigation efforts have also included:

- Construction of Taxiway D to promote nighttime general aviation departures to the west
- Phase out of operations by all Stage 2 (noisy) aircraft long before federal mandate of 2015
- Sophisticated monitoring and reporting of noise events
History - 6

- The Authority applied for permission to impose a curfew under federal law (Part 161 study)
  - City and Authority actively pursued a Part 161 Study for 9+ years
  - FAA rejected that application in 2009
    - Left no doubt: *No means No!*
The Authority has almost completed residential sound insulation within noise-affected areas within the limits allowed by federal law, but --

- Authority is seeking funds to insulate remaining eligible single family homes [# in BURBANK, # in LA]
- Authority is seeking federal authorization to insulate multifamily homes [BUR, LA]
Authority is continuing other on-going efforts:

- Continued enforcement of Airport Noise Rules
- Encourage continued compliance with 30-year-old voluntary curfew for scheduled air carrier operations
What’s next for mitigation - 3

- Legislation is the last tool available for a mandatory curfew
  
  - Congressman Schiff is seeking special federal legislation to allow a curfew, with support of City and Authority
Relocation of the terminal will *not* lead to change in so-called eastern departures.

Eastern departures are restricted for technical reasons unrelated to the terminal location:
- Prevailing winds
- Verdugo mountains (obstructions)
- En route traffic to other LA-area airports
- Airlines’ “one engine inoperable” procedures
- Preference for longer runway (15/33)
Important recurring questions

- Do the number of passengers affect noise? No
- Does the location of the terminal affect noise? No
- Does the size of the terminal contribute to noise? No
- Does airport growth mean noise growth? No
- Will a 14-gate replacement terminal change the noise status quo? No
Forthcoming meetings

- September 16 -- Airport Commission study session on replacement terminal
- September 26 – Joint City-Authority workshop on Opportunity Site options
- October 1 – City Council Town Hall meeting on potential development scenarios