

Part 150: Records of Approval

Bob Hope Airport, Burbank, California

Approved on 8/4/04 (Amendment)

INTRODUCTION

The Bob Hope Airport (formerly known as the Burbank-Glendale-Pasadena Airport) Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based on the parameters as established in Title 14, Code of Federal Regulations, Part 150, *Airport Noise Compatibility Planning*. The existing NCP includes twelve recommended noise abatement elements, four noise mitigation elements, six-land use planning elements, and six program management elements. The purpose of this revision to the NCP is to add one new land use management measure into this existing NCP.

The approval listed herein includes approval of an action that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that the approval indicates only that the action would, if implemented, be consistent with the purposes of 14 CFR Part 150. The approval does not constitute a decision to implement the proposed action or a commitment by the FAA to provide federal financial assistance for the action. Later decisions concerning possible implementation of the action may be subject to applicable environmental or other procedures or requirements.

This record of approval pertains to the revision item only, and does not in any way change the decisions made by the FAA in the record of approval for the NCP dated November 27, 2000. The following item is identified as Land Use Management Measure Seven, an addition to Land Use Planning Measures, Existing Program Section.

LAND USE PLANNING MEASURES

7. Provision for retention of property located in the northeast quadrant of the Airport within the 2003 65 CNEL noise exposure contour.

Description: The primary reason for retaining property impacted by high noise levels is to remove or prevent the development of noise-sensitive land uses on the subject property. The Burbank-Glendale-Pasadena Airport Authority does not have land use planning authority off airport property. Therefore, a potential exists for noise sensitive development to occur on the subject property under the current zoning by the City of Burbank. This measure would ensure future land use compatibility within the 65 CNEL noise contour for Bob Hope Airport.

FAA Action: Approved. The subject land was originally acquired from Lockheed-Martin Corporation for a proposed passenger terminal partly on the former Lockheed Martin "B-6" property. The City of Burbank has prevented the Burbank-Glendale-Pasadena Airport Authority from constructing the replacement passenger terminal. This new measure would enable the Burbank-Glendale-Pasadena Airport Authority to retain property impacted by high noise levels to prevent the development of noise-sensitive land uses within the 65 CNEL noise contour and that would jeopardize the long-term viability of the airport. This revision does not affect the noise

contours; increase the number of individuals affected by aircraft noise; delay the implementation of the other elements of the program; or result in an increased cost to the program.