

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
RECORD OF APPROVAL
14 CFR PART 150
NOISE COMPATIBILITY PROGRAM



BOB HOPE AIRPORT
BURBANK, CALIFORNIA

[Handwritten Signature]

Regional Counsel, AWP-7

10/24/2016 ✓
Date CONCUR NONCONCUR

[Handwritten Signature]

Director, Office of Airports,
Western-Pacific Region, AWP-600

10/24/16 ✓
Date APPROVED DISAPPROVED

Record of Approval
Bob Hope Airport
Burbank, California
Noise Compatibility Program Revision #2

INTRODUCTION

The Bob Hope Airport (Airport), Burbank, California, Noise Compatibility Program (NCP) Revision #2 describes the current and future noncompatible land uses based upon the parameters established in Title 14, Code of Federal Regulations (CFR), Part 150, *Airport Noise Compatibility Planning*. The NCP revision replaces the various NCP measures approved by the Federal Aviation Administration (FAA) on November 27, 2000. Additionally, on August 4, 2004, the Bob Hope Airport added Land Use Measure 7 (seven), which was to retain property located in the northeast quadrant within the 2003, 65 Community Noise Equivalent Level (CNEL) noise exposure contour. The NCP Update recommends a total of 18 (eighteen) measures to reduce the effect of noise generated at the Airport. The recommendations include 9 (nine) Noise Abatement measures, 4 (four) Noise Mitigation measures, 1 (one) Land Use measure, and 4 (four) Program Management measures. The recommended program measures are summarized in Table 7E, and described in detail in Chapter 1 and Appendix A of the NCP Update. During the 14 CFR Part 150 review process, the FAA identified a typographical error throughout the signed November 27, 2000, Record of Approval (Appendix A) that references the 1988 NCP. The NCP was approved by FAA on July 27, 1989. Thus, the correct approval reference for the original 14 CFR Part 150 NCP is 1989 NCP.

The approvals listed herein include approvals of actions that the Burbank-Glendale-Pasadena Airport Authority (the Airport Operator) recommends be taken by the FAA. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of 14 CFR 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.

The recommendations below summarize, as closely as possible, the Airport Operator's recommendations in the NCP and are cross-referenced to the program. 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.

NOISE ABATEMENT MEASURES

1. Continue Requiring All Transport Category and Turbojet Aircraft to Comply with Federal Aircraft Noise Regulations.

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 Title 14 of the Code of Federal Regulations (14 CFR) Parts 36 and 91. This measure was previously approved by the FAA as an element of the 1989 NCP. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page 1, Table 7E, Appendix A - page A-10).

FAA Action: Approved.

2. Continue Requiring Compliance with the Airport’s Engine Test Run-up Policy.

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. This measure was previously approved by the FAA as an element of the 1989 NCP and 2000 NCP. (NCP Page 1, Table 7E, Appendix A - page A-11).

FAA Action: Approved.

3. Continue Promoting Use of AC 91-53A, Noise Abatement Departure Procedures by Air Carrier Jets.

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. This measure was previously approved by the FAA as a

voluntary measure only, as an element of the 1989 NCP and 2000 NCP. (NCP Page 1, Table 7E, Appendix A - page A-11).

FAA Action: Approved as Voluntary Only.

4. Continue Promoting Use of NBAA Noise Abatement Procedures, or Equivalent Manufacturer Procedures, by General Aviation Jet Aircraft.

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 1989 and 2000 NCP. (NCP Page 2, Table 7E, Appendix A - page A-11).

FAA Action: Approved as Voluntary Only.

5. Continue Working with the FAA Airport Traffic Control Tower to Maintain the Typical Traffic Pattern Altitude of 1,800 feet MSL.

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 1989 NCP. This measure was previously approved by the FAA as a voluntary measure only, as an element of the 1989 NCP and 2000 NCP. (NCP Page 2, Table 7E, Appendix A - pages A-11, and A-12).

FAA Action: Approved as Voluntary Only. Specific language for inclusion or amendment to existing FAA tower procedures is subject to separate FAA review and approval.

6. Continue the Placement of New Buildings on the Airport North of Runway 8-26 to Shield Nearby Neighborhood From Noise on Runway.

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. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page 2, Table 7E, Appendix A - page A-12).

FAA Action: Approved.

7. Designate Runway 26 as Nighttime Preferential Departure Runway.

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. This measure was previously approved by the FAA as a voluntary measure only, as an element of the 2000 NCP. (NCP Page 2, Table 7E, Appendix A - page A-12).

FAA Action: Approved as Voluntary Only. Specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA review and approval. Airfield signs and other publications must not construe the procedure as mandatory and must be consistent with applicable FAA airfield signage standards

8. Establish Noise Abatement Departure Turn for Jet Takeoffs on Runway 26.

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. This measure was previously identified by the FAA as no action required at this time, as an element of the 2000 NCP. (NCP Page 2, Table 7E, Appendix A - page A-12).

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 Engine Maintenance Run-Up Enclosure

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. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page, 3, Table 7E, Appendix A - page A-13).

FAA Action: Approved.

NOISE MITIGATION MEASURES

1. Continue Existing Acoustical Treatment Program for Single Family Homes.

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 1989 Noise Compatibility Study. This measure was previously approved by the FAA as an element of the 1989 NCP and 2000 NCP. (NCP Page 3, Table 7E, Appendix A - page A-14).

FAA Action: Approved in part, Disapproved in part. The portion of this measure that is approved is the Airport Authority may continue its acoustical treatment of single family homes that are located within the 65 CNEL noise contour for the forecasted year 2017 accepted by the FAA on October 10, 2013.

The portion that is disapproved is acoustical treatment of homes that previously were within the 65 CNEL contour for the forecast year 2000 NEM submitted in 1988, but that are now outside of the 65 CNEL contours for the NEMs submitted with this Part 150 update. Those homes are now outside of the 65 CNEL contour and thus are considered compatible with airport operations pursuant to 14 CFR Part 150. Thus, acoustical treatment of homes outside the 65 CNEL is inconsistent with FAA's Airport Revenue Use Policy.

2. Revise Residential Acoustical Treatment Program to Include Single Family Homes Within 65 CNEL Contour Based on 2017 NEM.

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 2017 NEM which are not eligible under the existing acoustical treatment program. This measure was previously approved by the FAA as an element of the 2000 NCP and has been updated to reflect the 2017 NEM. (NCP Pages 9-10, Exhibits 1B and 1C, Table 7E, Appendix A, page A-14).

FAA Action: Approved. This measure is similar to Noise Mitigation Measure No.1. The Airport Authority may continue its acoustical treatment of single family homes that are located within the 65 CNEL noise contour for the forecasted year 2017 accepted by the FAA on October 10, 2013.

3. Establish Acoustical Treatment Program for Multi-Family Dwelling Units Within the 2017 Acoustical Treatment Eligibility Area.

Description: Through the Residential Acoustical Treatment Program (RATP), which was initiated in 1997, the Authority has provided sound insulation for over 2,000 dwelling units. As part of an earlier phase of the RATP, 363 multi-family residential dwelling units were insulated. However, through coordination with FAA, it was determined that sound insulation for multi-family dwellings, although allowable by Part 150 regulations, were not eligible for Federal funding since the Authority's 2000 NCP did not specify multi-family dwellings within its Noise Mitigation measure or NCP. Since the inception of the RATP, it has been the Authority's intent to pursue sound insulation for multi-family parcels where practical. (NCP Page 16, Table 7E, Exhibit 1E).

FAA Action: Approved. The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval for Federal funding based on the 2017 NEM.

4. For Otherwise Qualified Property Owners Who Have Been Unable to Participate in the Residential Acoustical Treatment Program (RATP) Due to Building Code Deficiencies, Offer to Purchase a Noise Easement as an Option for Owners of Single Family and Multi-Family Properties in the 2017 Acoustical Treatment Eligibility Area That Have Not Been Treated.

Description: Noise easements for the purpose of the NCP would be offered only after the following conditions are met: 1) the property owner enrolls in and is within the RATP boundary, 2) the property has an existing interior noise level of 45 CNEL or greater as measured with the windows closed, and 3) the property has code violation issues that the homeowner is unwilling/unable to remedy and is therefore unable to fully participate in the sound insulation program. (NCP Pages 17, 18, Table 7E).

FAA Action: Approved in part, Disapproved in part. The portion of this measure that is approved is the Airport Authority may offer avigation easements to property owners within the 2017 65 CNEL noise contour accepted by the FAA on October 10, 2013.

The portions that are disapproved are the additional local requirements proposed for easement eligibility.

LAND USE PLANNING MEASURES

1. **Provision for Retention or an Easement Preventing Noise-Sensitive Land Uses of Property Located in the Northeast Quadrant of the Airport within the 2017 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. This measure was previously approved by the FAA as an element of the 2004 amendment to the NCP and has been updated to include an easement and reflect the 2017 NEM. (NCP page 12, Exhibit 1D, Table 7E, Appendix A - pages A-18 and A-19).

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.

PROGRAM MANAGEMENT MEASURES

1. **Continue Noise Abatement Information Program.**

Description: This measure recommends the Airport Authority continue use of the noise monitoring and flight track system to 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. This measure was previously approved by the FAA as an element of the 2000 NCP and has been updated to reflect that Federal law now prohibits operation of Stage 2 aircraft in the continental United States. 49 United States Code (USC) §47354 completed the full phase-out of operations by Stage 2 jets as of December 31, 2015. (NCP Page 15, Table 7E, Appendix A - page A-16).

FAA Action: Approved. For reasons of aviation safety, this approval does not extend to use of the noise monitoring equipment for enforcement purposes by in situ measurement of any pre-determined noise thresholds.

2. Monitor Implementation of Updated Noise Compatibility Program.

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. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page 6, Table 7E, Appendix A - page A-17).

FAA Action: Approved.

3. Update Noise Exposure Maps and Noise Compatibility Program.

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. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page 6, Table 7E, Appendix A - page A-17).

FAA Action: Approved. The program should be updated to respond to changing conditions in the local area and in the aviation industry. Any update, or changes to the NCP should be reviewed by the FAA, all affected aircraft operators, and local agencies. In order to comply with 14 CFR Part 150, the proposed changes should be submitted to FAA for approval after local consultation and a public hearing has been conducted.

4. Maintain Log of Nighttime Runway Use and Operations by Aircraft Type.

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. This measure was previously approved by the FAA as an element of the 2000 NCP. (NCP Page 6, Table 7E, Appendix A, page A-17).

FAA Action: Approved.

END OF RECORD OF APPROVAL