

Final (7th) Meeting of the South San Fernando Valley Airplane Noise Task Force

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Wednesday, May 6, 2020

Thursday, May 7, 2020 (If Necessary)

Brief Task Force Recap

- **Purpose:** To address community concerns regarding aircraft noise resulting from aircraft departing from Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY) in the southern San Fernando Valley
- **Expected Outcome:** To submit recommendation(s) to the Federal Aviation Administration (FAA) aimed at solving the reported aircraft noise problems for the southern San Fernando Valley
 - Recommendations may also include requests to aircraft operators, the airport(s) and/or other entities

Brief Task Force Recap

Six Meetings Prior to Tonight

1. Task Force purpose, protocol, meeting process and 68 public comments
2. Community group presentation and 65 public comments
 - Uproar LA
3. FAA, HMMH and community groups presentations; and 45 public comments
 - Studio City for Quiet Skies
 - Benedict Hills Estates Association & Benedict Hills Estates Homeowners Association
 - Advocates for Viable Airport Solutions
 - Sherman Oaks/Encino for Quiet Skies
4. FAA, Southwest Airlines and HMMH presentations
5. FAA, HMMH and community groups presentations; and 11 public comments
 - Burbank for Quiet Skies
 - Parents of LAUSD Students
 - Save Coldwater Canyon
 - Valley Village
6. Task Force member and HMMH presentations; and 6 public comments



Task Force Member Voting

Task Force Member Voting

19 Recommendations – Background

- Members each provided a list of recommendations
- Facilitator consolidated the recommendations
- Facilitator omitted specifics from the consolidated recommendations of “how to” precisely implement the recommendation
 - The actual member recommendations will be included in the submittal to the responsible entity(ies)
 - Example:
Consolidated recommendation: *Immediately restore the Hollywood Burbank Airport (BUR) Runway 15 departure flight tracks to 2007 conditions without implementing a new procedure*
Did not include *“Provide additional training, reviews and support for ATC”* though the FAA may address the consolidated recommendation with these specifics



Task Force Member Voting

19 Recommendations – Background

- The 19 consolidated recommendations are those of the Task Force and not those of HMMH
- The information submitted to the responsible entity(ies) (e.g., FAA) will include the specific Task Force member recommendations in addition to the consolidated recommendations
 - The responsible entities will evaluate the consolidated recommendations along with the possible ways the Task Force members have suggested to implement the recommendations
 - The instructions to the responsible entities will include that they not only address the consolidated recommendations, but also include the specific recommendations provided by the Task Force members as part of their review, assessment and implementation, if feasible

Task Force Member Voting

19 Recommendations – Expectations

- No additional recommendations beyond the 19 consolidated recommendations in the memo
- No changes to the 19 recommendations
(very minor changes may be acceptable to a limited number of recommendations)
Note: The consolidated recommendations memo was provided to the Task Force members on March 31, 2020 with clear instructions to:
 - Recommend any changes to the 19 consolidated recommendations by April 15, 2020
 - Provide a list any recommendations to discuss prior to voting by April 20, 2020
- To expedite the submittal of the Task Force recommendations **no major revisions** should be made at this point

Task Force Member Voting Process – 5 Steps

1. Facilitator will read the consolidated recommendation, summarize the notes HMMH provided in the recommendation's memo dated March 31, 2020, and ask if there are any questions or clarifying comments – *this is not meant for general discussion*
2. Facilitator will ask for a motion and second to approve each recommendation
3. Chair will ask if there is any discussion
 - If a member wants to discuss a recommendation, they will physically raise their hand to show in the video
 - It is expected discussion/debate will be limited as multiple members recommended each of the consolidated measures
 - For those recommendations that clearly require more than minimal discussion, the Chair will ask for the recommendation to be tabled and brought back before the end of the voting agenda
 - All recommendations with a motion and second for approval will be voted before the conclusion of the meeting



Task Force Member Voting Process – 5 Steps (continued)

4. Facilitator will ask each voting member individually for their vote, much like going through the roll call at the beginning of the meeting
5. The member, upon being asked by the facilitator, will respond with one of the following verbal responses:
 - “Yes”
 - “No”
 - “Abstain”

Note: It takes a majority (or half if by-laws modified as proposed) member vote to approve a recommendation

Questions on the voting process?

Task Force Members Recommendations

- Members recommended 19 measures (after consolidation) covering the following community noise concerns raised over the previous six meetings of the Task Force:
 - Southern Shift of Flight Tracks
 - Low Altitude Departing Aircraft
 - Concentration of Flight Tracks
 - Unequal Distribution of Aircraft Noise
 - Nighttime Aircraft Noise
 - Insufficient Noise Mitigation

Southern Shift of Flight Tracks

Three Recommendations

- ***Recommendation 1:***

Immediately restore the Hollywood Burbank Airport (BUR) Runway 15 departure flight tracks to 2007 conditions without implementing a new procedure

OR

- ***Recommendation 11:***

Maintain current dispersion for Hollywood Burbank Airport (BUR) departures rather than moving the southernmost departures to more northerly flight paths

Southern Shift of Flight Tracks

Three Recommendations (continued)

- ***Recommendation 2:***
Design and implement an “open” Standard Instrument Departure (SID) procedure using waypoints along the 101 Freeway for Runway 15 departures from Hollywood Burbank Airport (BUR)

Southern Shift of Flight Tracks

Three Recommendations (continued)

- ***Recommendation 3:***

Design and implement a modified RNAV (Required Navigation) procedure for Van Nuys Airport (VNY) Runway 16R that results in earlier turns of departing flights and allow a greater percentage of the departing flight tracks to be over the uninhabited Sepulveda Basin as is the case when using the 2.2 DME departure procedure at VNY

OR

- ***Recommendation 10:***

Maintain current dispersion for Van Nuys Airport (VNY) departures to the south crossing over Victory Boulevard and over the Sepulveda Basin rather than moving the southernmost departures to more northerly paths.



Low Altitude Departing Aircraft

Two Recommendations

- ***Recommendation 4:***

In the near term, increase the climb gradient for aircraft departure procedures at Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY) to above 500 feet per nautical mile

- ***Recommendation 5:***

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, de-rated takeoff procedures, or a combination of the three alternatives; **and implement the best procedure(s) based on the study findings**

Concentration of Flight Tracks

One Recommendation

- ***Recommendation 6:***

Replace current NextGen aircraft procedures at Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY) with procedures that provide better dispersion of flight tracks, such as “open” departures and diverse vector area (DVA) procedures

Unequal Distribution of Aircraft Noise

Five Recommendations (two previously voted: 10 and 11)

- ***Recommendation 7:***

Provide for Instrument Flight Rules (IFR) procedures for aircraft to arrive all runways at Hollywood Burbank Airport (BUR)

- ***Recommendation 8:***

Implement preferential runway use plans at both Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY) to have aircraft depart directly to the north when winds allow for aircraft to depart the northerly aligned runways

- ***Recommendation 9:***

Create “open” Standard Instrument Departure (SID) Procedures at Hollywood Burbank Airport (BUR) for Runway 8, Runway 26 and Runway 33 mimicking the ELMOO NINE conventional procedure

Nighttime Aircraft Noise

Three Recommendations

- ***Recommendation 12:***
Restrict aircraft from operating during the night at both Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY) and penalize and identify publicly aircraft operators that violate the mandatory curfew
- ***Recommendation 13:***
Restrict the hours of the Customs and Border Protection Office at Van Nuys Airport
- ***Recommendation 14:***
Increase enforcement of the existing voluntary curfew at Hollywood Burbank Airport (BUR)

Insufficient Noise Mitigation

Five Recommendations

- ***Recommendation 15:***
Increase the eligibility area for noise mitigation programs in communities near airports
- ***Recommendation 16:***
Require the use of the Environmental Analysis (EA) as the minimum standard to meet the requirements of the National Environmental Policy Act (NEPA) for implementing any FAA proposed change to aircraft flight procedures
- ***Recommendation 17:***
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 South San Fernando Valley communities

Insufficient Noise Mitigation

Five Recommendations (continued)

- ***Recommendation 18:***

Create a Citizen's Advisory Committee at Hollywood Burbank Airport (BUR) to address community concerns throughout the South San Fernando Valley

- ***Recommendation 19:***

Require the Federal Aviation Administration (FAA) to respond to community and Airport requests and provide post implementation results from NextGen aircraft procedures including the implementation of the Southern California Metroplex and future implementations and all supporting documents, the Noise Screen that was provided to Benedict Hills in about January 2018, and all documents requested under the Freedom of Information Act (FOIA)

Prioritization of Recommendations

Prioritization of Recommendations

- The FAA requested that the Task Force provide a prioritization of the approved recommendations so that they can assign priorities within the FAA
- The Facilitator recommends the Task Force members responds with “high”, “medium” or “low” when asked for each of the following five categories rather than each approved measure:
 - Southern Shift of Flight Tracks
 - Low Altitude Departing Aircraft
 - Concentration of Flight Tracks
 - Unequal Distribution of Aircraft Noise
 - Nighttime Aircraft Noise
 - Insufficient Noise Mitigation
- At most only three categories can receive a “high” priority from a member

Next Steps

Next Steps

- HMMH will document the voting and prioritizing process; and results
- HMMH will prepare the formal submittal to the responsible entities for their review, assessment and implementation, if feasible, of the Task Force member-approved recommendations
- Task Force Chair and Vice Chair to sign the formal submittal cover letters
 - Depending on the recommendations approved, the single submittal document with the Task Force-approved recommendations will be provided to each of the responsible entities, which may include:
 - Raquel Girvin, FAA Regional Administrator
 - Frank R. Miller, Hollywood Burbank Airport Executive Director
 - Justin Erbacci, LAWA Interim Chief Executive Officer
 - LaFonda D. Sutton-Burke, Area Port Director, U.S. Customs and Border Protection
 - Task Force Federal representative members (five total)

Thank You!

