

HMMH

300 South Harbor Boulevard
Suite 516
Anaheim, California 92805
www.hmmh.com

September 5, 2019

Patrick Lammerding
Deputy Executive Director
Hollywood Burbank Airport

Subject: Southern San Fernando Valley Airplane Noise Task Force – August 28, 2019 Meeting
Summary
Reference: HMMH Project Number 310870

Dear Mr. Lammerding:

The following is a bullet point summary of the inaugural meeting of the Southern San Fernando Valley Airplane Noise Task Force (Task Force) that occurred from 6:30 pm to 9:30 pm Wednesday, August 28, 2019 at 6:30 p.m.



- The Facilitator, Gene Reindel, provided opening remarks, introduction of Task Force members and supporting personnel, purpose of the Task Force, and an introduction to aircraft noise and NextGen/Metroplex.
- The Facilitator proceeded with the election of the Task Force officers and read the roles of the Chair and Vice Chair.
- Following Robert's Rules of Order, the Task Force members elected the Mayor of Burbank, Emily Gabel-Luddy, as the Task Force Chair.
- The Chair nominated Los Angeles Councilman Paul Krekorian and the Task Force members elected Councilman Krekorian as the Task Force Vice Chair.
- Following the election of the Task Force Officers, The Chair called the meeting to order.
- As requested by the Chair, the Facilitator presented draft meeting ground rules for the members to consider.
- All Task Force members accepted to proceed with the ground rules as presented by the Facilitator.
- The Facilitator summarized the proposed Task Force Bylaws, which were provided to the Task Force members prior to the meeting for their review.
- The Mayor of Glendale, Ara Najarian, moved to pass the Bylaws. The Vice Mayor of Burbank, Sharon Springer, seconded the motion. All Task Force members voted unanimously to adopt the Bylaws as written.
- The Facilitator asked the Task Force members to consider the future meeting calendar and decide the preferred day of the week and time the meetings should occur.
- The Vice Chair suggested that there should be at least one weekend meeting.
- The Task Force members agreed that Wednesday at 6:30 p.m. is the preferred day of the week and time for future meetings as it allows the public to participate after normal work hours.
- The Facilitator asked the Task Force members to determine the preferred meeting format for future meetings.
- The Vice Chair referenced the Brown Act and suggested that all the information provided at the meetings be made publically available and accessible on a website. The Facilitator responded, after confirming with the Hollywood Burbank Airport staff, that all material would be made available on a section of the Hollywood Burbank Airport website dedicated to the Task Force.
- The Facilitator asked that the Task Force members discuss the next meeting content and offered thoughts and ideas, which included time for community group presentations of possible solutions and a presentation from the FAA.
- The FAA Regional Administrator, Raquel Girvin, stated they are able to provide a presentation to fit into the time allocated by the Task Force and based on the information requested by the Task Force.

- The Vice Chair recommended the community groups present at the next meeting and if the number of presentations were more than could fit in the time allotted for one meeting, they should continue the presentations on the next (third) meeting.
- The Chair suggested the community groups go through their Task Force community representative for presenting at the next Task Force meeting and the amount of time needed.
- The Chair discussed the ground rules and timing of public comments with the focus on giving everyone an equal opportunity to speak.
- Public comments were heard from all of those who submitted speaker cards.
- The Chair stated that she would like to see how there can be more noise monitors throughout the community and asked how topography affects noise.
- The Vice Chair stated that he has experienced the noise that was described in the public comment portion and suggested that everyone should get past finger pointing.
- Los Angeles Councilman and Task Force member David Ryu suggested the public who are not able to attend the Task Force meetings should be able to submit online questions and comments. He asked if an e-mail address could be provided so people can submit concerns.
- Some Task Force members asked if additional members could be added, such as one from Los Angeles Unified School District and other neighborhood councils. The Chair stated that adding additional members could be added as a future meeting agenda item and, as the Bylaws state, would require a majority vote by the membership.
- The Chair recommended the next meeting be held by Wednesday, September 11th and adjourned the meeting.



The following is a bullet point summary of the public comment portion of the Task Force meeting. Public commenters were from areas such as, but not limited to, Sherman Oaks, Stone Canyon, Beverly Hills, Bel Air, Studio City, Burbank, Studio Village, North Hollywood, Toluca Lake, Shadow Hills, Encino, Village Valley, Benedict Canyon, and Bel Air Heights.

- Increase in frequency and it feels like an “assault”.
- Concern of health effects.
- Aircraft operations affect the quality of life.
- Aircraft operations are too loud.
- Too far south (by Sunset Boulevard). Stated it was roughly one nautical mile shift south.
- Nonstop aircraft operations.
- Increase in volume of the number of aircraft operations.
- Shifting of noise occurred with the implementation of the Metroplex.
- Lower altitudes now and the aircraft need to fly higher.
- The aircraft now climb slower to save fuel.
- What direction aircraft can fly out of Hollywood Burbank Airport?
- Injunction on flight operations now!
- Topography in any noise analysis should be considered.
- Suggestion of higher, faster and turn sooner.
- Suggestion of size of aircraft that are allowed to fly.
- Stop additional flights.
- NBAA supports the efforts of the Task Force.
- The local YMCA supports the efforts of the Task Force
- GAO is investigating the FAA and their implementation of NextGen.
- Van Nuys Airport departures to the south turn east over the 101 Freeway and then north.
- The community has potential solutions.
- How does NextGen affect airport revenue projections?
- Concern on the children in local schools and learning.
- Safety starts from the ground up.
- Disappointment with no representatives from the communities on the Task Force.

- Altitudes were not considered from Studio City on the Metroplex analysis.
- Show gates in the aircraft flight track analysis.
- Move flight tracks back to pre-Metroplex implementation.
- The City of Burbank is the least affected.
- Noise is affecting wild life in the area.
- Money is behind all of this.
- ATC and pilot association(s) should be presented on the Task Force.
- Los Angeles Unified School District has reached out to the FAA and they have health and safety concerns. Requested to be a member on the Task Force.
- Mayors of Burbank, Glendale, and Pasadena should not be on the Task Force.
- Suggestion to redirect NextGen money somewhere else.
- Recommend those in attendance do not fly out of Hollywood Burbank Airport, but choose to fly out of Los Angeles International Airport.
- Waiting 2 years for changes to flight procedures are not acceptable.
- Southwest Airlines to add more routes and destinations.
- FAA should change things back and not do a 1 year Environmental Assessment.
- Consider implementing a voluntary curfew at Hollywood Burbank Airport.
- Since the FAA messed up on NextGen, they should look at acoustical treatments funded by the FAA.
- Look into NADP procedures.
- John Wayne Airport has an access plan that should be considered at Hollywood Burbank Airport.



Below is a list of questions posed by the Task Force members prior to the end of the meeting:

1. It is clear from the public comments that something has changed within the past two years. Can the FAA work with the Airport Traffic Control Tower (ATCT) to determine how the controllers direct/vector aircraft on departure now as compared to prior to the FAA's implementation of the Metroplex?
2. How does terrain affect aircraft noise as experienced by residences?
3. Is it possible to add noise monitors to better measure the noise in the communities in attendance?

Sincerely yours,

Harris Miller Miller & Hanson Inc.

A handwritten signature in blue ink that reads "Justin W. Cook".

Justin W. Cook - INCE, LEED GA
Principal Consultant

cc: Sarah Paulson Sheehy, Senior Director, Government & Public Affairs, Hollywood Burbank Airport
Gene Reindel, HMMH Vice President and Task Force Facilitator