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September 27, 2019

Mr. Patrick Lammerding
Deputy Executive Director
Hollywood Burbank Airport

Subject:	Southern San Fernando Valley Airplane Noise Task Force – September 11, 2019 Meeting Summary
Reference:	HMMH Project Number 310870

Dear Mr. Patrick Lammerding:

The following is a bullet point summary of the second meeting of the Southern San Fernando Valley Airplane Noise Task Force (Task Force) that occurred from 6:30 pm to 9:30 pm Wednesday, September 11, 2019.

- The Chair, Ms. Emily Gabel-Luddy, called the meeting to order.
- The Facilitator, Mr. Gene Reindel, provided roll call, and determined there was a quorum.
- Following the Chair describing the rules of order, there was a request to modify the agenda.
- Agenda items 7 and 8 were suggested to come before item 6. There were no objections from the task force and so the agenda was modified.
- For agenda item 4, consent Calendar, the Facilitator provided the August 28, 2019 meeting summary.
- Ms. Sharon Springer moved to accept the meeting summary; Mr. Paul Kerkorian seconded the motion.
- Two community group presentations were scheduled for this meeting: Encino Neighborhood Council and Uproar LA.
- Mr. Paul Koretz stated that the Encino Neighborhood Council was not ready to present and requests to move presentation to next meeting's agenda.
- UproarLA gave their presentation.

The following is a bullet point summary of what was included within UproarLA's presentation titled, "Dramatic Negative Impacts of New BUR Flight Paths on LA Residents and Achievable Solutions."

- UproarLA is made up of LA residents working to stop the FAA's NextGen flight paths.
- BUR departure paths shifted over us with no notice and in violation of FAA policy and NEPA.
- Airlines are saving $40,000 in fuel with the new shifted flight paths.
- These new paths lack efficiency.
- Safety cannot be measured, FAA's claims that these routes are safer is questionable.
- FAA admitted the data shows a southern shift in BUR departure tracks when Metroplex procedures were implemented.
- FAA and BUR have not been honest regarding the shift in flight tracks.
- From an email, FAA and BUR had a plan to move flight tracks back over the 101 Freeway as they make their turns to heading 210 and subsequently to heading 270.
- The new NextGen flight paths created narrower paths, affecting communities that never had noise before, airplanes flying at lower altitudes and flight paths over raised terrain which is a fire risk.
- The presentation had a flight tracking video that counted 12 departure flyovers in 30 minutes on September 10, 2019 from 7:00 a.m. to 7:30 a.m.
- The terrain of the new community puts it below the 3,000 feet ceiling meaning the pollutants go directly into the ground or human body.
- Airplanes emit ultrafine particles which are unhealthy.

- A 2018 study found that living under a NextGen Flight path in Queens shortened people's lives by 1 year.
- FAA did not use noise measurements and noise modeling did not take into account terrain and Doppler Effect and echo impact were ignored.
- Ms. Raquel Girvin of the FAA acknowledges that for noise-sensitive areas within our national parks, wildlife refuges and historic sites a yet to be defined different criteria is needed.
- Airplane noise impacts include increased risk of cardiovascular disease, links between aircraft noise exposure and increased hypertension; aircraft noise can disturb sleep and impair sleep recuperation.
- FAA is hiding harmful impacts, they have been conducting a new survey on noise at 20 airports across the country for years but has not make the findings public.
- From a confidential airports council presentation the results show communities are significantly impacted by noise in areas beyond the 65 DNL and aircraft noise annoyance is higher today. Both these findings are particularly true at airports who had an abrupt change.
- Noise readings were made and show the levels are between 74-79 dB recorded on a class-1 analyzer.
- The long term solution is to **F**an out departures, **A**scend faster, **I**nclude San Fernando Valley community, **R**estore original flight paths (FAIR).
- The Task Force should create a moratorium on the Flight Management System and Dan Feger's Interim Solution.
- Mr. Dan Feger's Interim Solution:
    - Operation twist, turn west immediately and spread the tracks.
    - Implementation would "twist" the aircraft sooner to the west over pre-NextGen historical flight tracks.
    - 6 interim measures:
        - As the FAA to establish a minimum vectoring altitude (MVA) of 1000' for non-mountainous vs 2000' for mountainous areas.
        - Ask ACT expedite delivery of vectors as aircraft reaches MVA.
        - Ask ATC instruct aircraft to immediately turn to the west as soon as radar vectors provided.
        - Ask the FAA to issue a NOTAM to initiate the turn from heading 210 to turn west before crossing the 101 Freeway.
        - Ask the FAA issue a NOTAM to establish a higher minimum climb rate
        - Ask the airlines use a higher climb rate to ascend to the MVA to initiate turn from 210 heading with the objective to turn to the west before crossing the 101 Freeway.
    - Operation Quiet-question, understand, investigate, explain and think.
    - Operation Jet noise: JT&T north of 101 Freeway stop expansion.
- Task Force member questions for Uproar LA:
    - Will you make the slides available to us so we can post them on the website?
        - Response: Yes.
    - Mr. Dan Feger only presented one of his three solutions. Will he be available to present the remaining two?
        - Response: Yes, when Studio City for Quieter Skies presents they will have Mr. Dan Feger present as part of their long-term solutions.
    - In the notebook provided to Task Force members, are there maps that show the affected neighborhoods?
        - Response: The front map shows all our members, but the FAA has many documents that have plenty of maps showing the tracks. It is mainly Toluca Lake, Studio City, Sherman Oaks, Encino and a lot of the time it goes down the Mullholland Corridor and hits parts of Beverly Hills., LA and Bel Air.

- Multiple times you reference historical original flight paths, do you have maps of pre-Metroplex?
  - Response: No, there are not a lot of maps, but the FAA admitted it in their executive summary and they have the documentation it shifted. BUR airport also has it. L&B did a study over ten years, which shows the change in the last two.
- What are the dates of the original historical paths before the Southern California Metroplex change?
  - Response: Most communities will say it is flown before it becomes permanent. It became permanent 2017 Burbank Airport, the SoCal Metroplex was in 2016. The L&B Report and FAA study shows it was at the time of implementation that this southern shift happened, but the FAA's paperwork claims that is not Metroplex.

- Task force members then provided questions/comments for the FAA and/or HMMH to answer at subsequent meetings.
  - Mr. Paul Kerkorian:
    - Will be submitting written comments for staff the next meeting.
    - Report back on the feasibility of all of the interim solutions that had been proposed by Mr. Dan Feger and specific recommendations to ensure their expedited implementation to the extent that they are feasible which we will discuss at the next meeting.
    - Response from the FAA regarding Uproar LA's comments regarding the safety analysis of Metroplex implementation.
    - I understand that for many years the option of east departures was largely ruled out because of the perceived risk due to proximity to the Verdugo Mountains. I would like to understand if that is true, why that is not a risk for the Santa Monica Mountains. I would like to have a comparison of the geography, safety issues, engine failure potential, and all factors that go into the safety analysis to be reported back to the Task Force.
    - I have sent a list of questions related to take-off procedures and what the airlines ability to do is in that process, I would like to make that apart of the record so that we can get FAA's responses to those same questions so we hear both from the airlines and the FAA as well as airport staff. Who is responsible for what portion of that and is it feasible to make changes and who is saying no.
    - I submitted a freedom of information act request in October 2018 received a partial denial in December 2018 and inadequate responses. The City of Attorney of LA submitted a FOAA appeal in February 2019 indicating the withholding of information I sought was improper. I would like to again reiterate the freedom of information request I had made and ask the FAA provide the documentation I requested to this Task Force and to my office so we have all of that information before us as well.
    - With regard to the proposed Burbank airport replacement terminal, it is important we start taking about this in the context in our work, I would like to understand because the NEPA process is coming to a close I would like to know what anticipated changes there will be and number of flights, and types of aircraft if the replacement terminal is rebuilt and I would like to know what baseline for air traffic is being used in the environmental analysis under NEPA right now, what are the baseline traffic numbers and the dates of the baseline so we can compare what we are analyzing under the NEPA process and folks sitting here are actually experiencing.
  - Mr. Paul Koretz:
    - Appears the FAA is violating its own rules, I would ask how and why they would be doing that.

- It appears that no one review the potential impacts and if done they withheld that from the public. If they did do a review and found what people are, actually experiencing they are literally running people's lives.
- With low flights over the mountains, they are also harming wildlife. We have heard mountain lion patters have shifted due to low airplanes and helicopters.
- Why didn't the FAA and perhaps the airport let the public know it is happening?
- Why did the FAA not do a pilot program? People are having similar experiences across the country, why didn't they do one or two and test the impacts
- Does the FAA have maps of old flight paths and of maps the new flight paths and can those be released to us?
- Is the FAA aware of the fire danger especially with the low flying planes and with the even lower flying helicopters? Helicopters do seem to crash on occasion and crash into a hillside could cost lives and billions of dollars.
- In a situation like this that is so devastatingly bad, is there a reason why we would not just say we screwed up, this is devastating thousands of people and why don't we start the process of planning for your new system by going back to the old roots first and working out from there.
- Who determines how quickly a plane can ascend. Is it the airlines, do the airports themselves have a say in that or is it purely the FAA? Where does the abilities to affect that fall?

- Mr. David Ryu:
  - Thank VNY and BUR airports for meeting with me.
  - I have 25 questions that I would like to submit. 14 on General Aviation 6 on the Burbank Airport and 5 on the Van Nuys Airport. I would like to add 2 more questions to the Burbank Airport.
  - To clarify Mr. Paul Kerkorian's question, on what was presented by Mr. Dan Feger, Is Twist, Quiet and Jet noise possible to do?
  - For Twist, is it possible to do at Burbank?
  - Question 17a as it pertains question 17 on my document. With question number 6 in mind, can SLAPP ONE and OROSZ ONE 1 waypoints be moved to be over the 101 freeway? Question 6: is there altitude and safe distance requirements for incoming and outgoing flights that must be met when an aircraft is departing, descending or being vectored, what are those requirements?
  - Explain exactly what happens between liftoff and 3000' and if you could explain all the different protocols associated with all the vectoring?
- Mr. Mike Aguilera:
  - My first two questions come out of the Transportation OIG report dated August 27, 2019
    - It notes that in 2015 the FAA established the noise steering committee to address environmental noise related issues associated with PBN, would it be possible to get more information about that committee or any documents that come from that committee to aid us in finding solutions.
    - In that same report it notes that benefits analysis is becoming better using the joint analysis team, and in southern California that joint analysis team was deployed in 2018, is there any updated when we can get the cost/benefit analysis new information from the joint analysis team when they are looking specifically at the southern California region?
  - Would it be possible to get along with the maps of previous historical and current flight paths to get specifically all the procedures coming out of VNY and BUR?
  - What is the feasibility of deploying our own noise monitors to these areas?
- Ms. Sharon Springer:

        - I would like to know the impact of heat and weight on altitude, and at what point a plane can turn, and do flight paths altitudes and turning radius change seasonally? Specifically does it change in the wintertime flight paths, altitudes, lift and rate of ascent?
        - I would like to see if there is a correlation between the climate and flight altitudes and flight patterns.
    - Mr. Peter Mueller:
        - What is the standard climb rate for aircraft taking-off? Is there a policy at the FAA for climbing at a certain rate?
        - With regards to asking for a higher climb rate, do airlines have a choice in climb rate or do they follow the direction of ATC?
    - Ms. Emily Gabel-Luddy:
        - The early morning departures from the BUR and VNY airports and the continuing departures throughout the day I would like to know more about how those are inter-related because of the volume of traffic in the air. I know that at 7:00 a.m. the planes at BUR are ready to go and do take off one after another. I am interested in flight patterns and departures for the remainder of the day, whether there is fewer flights on the weekend, and then the busiest time during the week.
        - How the vectors and departures related to one another including the arrivals. I think HMMH and FAA should be able to comb through that so we can get closer to proposals like we saw this evening.

- The Facilitator asked that all written questions/comments be submitted within one week. Should be submitted through Mr. Patrick Lammerding at BUR.
- The next meeting was then discussed. Suggested date of October 17, 2019.
- Mr. Paul Kerkorian asked that we hear all community presentations and then set a meeting to hear all response to questions and having the opportunity to follow up.
- Council members make themselves available to hear community presentations if they are unable to be at the next meeting.
- For the next meeting we will bring in as many community groups to present.
- We will hold all responses to questions until a future meeting when all council members are available to attend.
- Mr. Paul Kerkorian asked if we can agenize to set all future meeting dates at the next meeting.
- Mr. David Ryu suggested that we should just list all dates for the future meetings at the next meeting.
- The Facilitator recommended setting the next meeting date today and working outside this meeting to meet a consensus to set the next three to four meeting dates.
- It was agreed to set the next meeting date of October 17, 2019 at the Burbank Marriott Hotel.
- It was agreed to agenize more community groups to present at the next meeting.

The following is a bullet point summary of the general ideas of the public comment portion of the Task Force meeting.

- Return to pre NextGen flight patterns.
- The noise problem is from commercial jets and BUR.
- The noise is intrusive, loud, and constant.
- Concern of fire risk. Flight are being directed over the fire hazard zone of the Santa Monica Mountains.
- Aircraft operators do care and they support local non-profits and help students look at careers in aviation.
- Task force was created by congressional response and not BUR. The FAA should take immediate action on Section 175 requests from BUR and VNY.
- Tax dollars are paying for NextGen.
- Why does the City of Burbank have two votes as part of the Task Force?

- Why can't we go back to pre-Metroplex? Why was it moved in the first place?
- Lower planes mean more emissions.
- Concern over wildlife within the Santa Monica Mountains.
- Plane noise negatively affects children's health and learning.
- Homeowner installed own ADSB received and complied data of number of flights over Carpenter Charter School.
- Have arrivals changed as well?
- Thank you to the airports and airport tenants.
- Currently sharing the noise now, the more privileged are now getting it.
- The aircraft now fly over SE of the airport are committing crimes, noise is ricocheting off the mountains.
- L&B study showed that the volume of flights from 2015-2017 was up 15%. Did the FAA use the 2017 flight number as the baseline?
- Quoting noise ordinance and property disclosure from sale of house.
- Sherman Oaks Emergency Service Auto Club cannot hear safety calls from the 405 and 101 Freeways.
- Aircraft depart well past 10 p.m. Normally happens 3-4 times per week.
- Moving the flights from where they are now will have negative effects over new communities.
- VNY and BUR work jointly together to establish a voluntary nighttime curfew.
- Operation Jet noise- created an open SID and allow RSIP outside 65 if under RNAV. They should shorten Runway 15.
- Money from VNY supports our community and offers jobs.
- It is time to sell and move out of Studio City, Likely for a plane to crash, many flights in a short period.
- Neighbors across the street received sound insulation, but we are not eligible.
- BUR had best year in 2008 before NextGen, why cannot they go back to original flight paths.
- When wind changes arrivals come over home and are much lower than departures.
- Sound bounces off the canyon walls so we can hear it multiple times. Provided a handout showing the echo effect.
- NextGen is saving airlines a lot of money; American corporations like SWA knew this would happen.
- Will FAA make a presentation?
- FAA needs good PR and to do the right thing
- Playing aircraft noise from speaker.
- Airports are concerned with safety and are a major part of our community.
- Having planes flying lower is increase greenhouse gases.
- Do any of the Task Force members live in the area?
- FAA made the changes without consulting the community.
- I bought at BUR not LHR, lied to about expansion, new terminal will allow all 14 gates to be used.
- It would be bad to add flights over the 101 Freeway.
- The low flying planes are ruining mental health and homes are going to be devalued.
- You have had a long time to evaluate all the data and time to leverage against the FAA.
- Is this a new subject? We know who did the homework and who did the research-people are dying.
- EIR should have done before this started.
- Thanks for the more appropriate venue, where is FAA's useful participation, get the right FAA people here to make this a solutions group.
- Encino suffers from VNY private airport, how many people will be sacrificed by commerce and expansion?
- Appeal to fairness, should not shift flights over the 101 Freeway, it just shifts the concerns to a new highly populated area.
- The question is where will noise be and whose lives will be effected, their solution will just move noise to other homes, not a solution.
- Need action now, can you change the zoning of the homes we live in?

Sincerely yours,

Harris Miller Miller & Hanson Inc.

Justin W. Cook - INCE, LEED GA
Principal Consultant

cc: Sarah Paulson Sheehy, Senior Director, Government & Public Affairs, Hollywood Burbank Airport
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