



## STUDIO CITY FOR QUIET SKIES

**INTERIM & PERMANENT  
SOLUTIONS  
FOR JET NOISE RELIEF  
IN THE SOUTHERN SFV**



# WHO ARE WE?



## STUDIO CITY FOR QUIET SKIES

- We represent concerned residents** of not only Studio City, but also Sherman Oaks, Encino, Toluca Lake, Mulholland Corridor, Bel Air and Beverly Hills who are the victims of FAA and airline changes in Metroplex-driven operating procedures for Runway 15 departures.
- We raised awareness** of **FAA Proposed Departure Procedures, SLAPP TWO and OROSZ THREE** that would make permanent and worsen noise issues.
- We are the “NEW Community”** that FAA says should not be the recipient of relocated noise. **FAA admitted to moving the path south** over our “New Community” from the historic, dispersed path. We are also the **“FIRST Community”** to **receive** a BUR **focused, half-mile wide path**.



# OUR MOST URGENT NEED IS INTERIM RELIEF NOW

LONG-TERM RELIEF IS **YEARS AWAY...**

- The **Environmental Assessment (EA)** will take - at a minimum - TWO more years.
- **Public Scoping**, called for by the **LA City Attorney**, is a **necessary component** that will make the EA process more **FAIR**, but will also further extend the wait for obtaining long-term relief.
- We **APPLAUD** the **LA City Attorney's** separate **DEMAND for INTERIM RELIEF**. He knows that **WE CAN'T WAIT!**

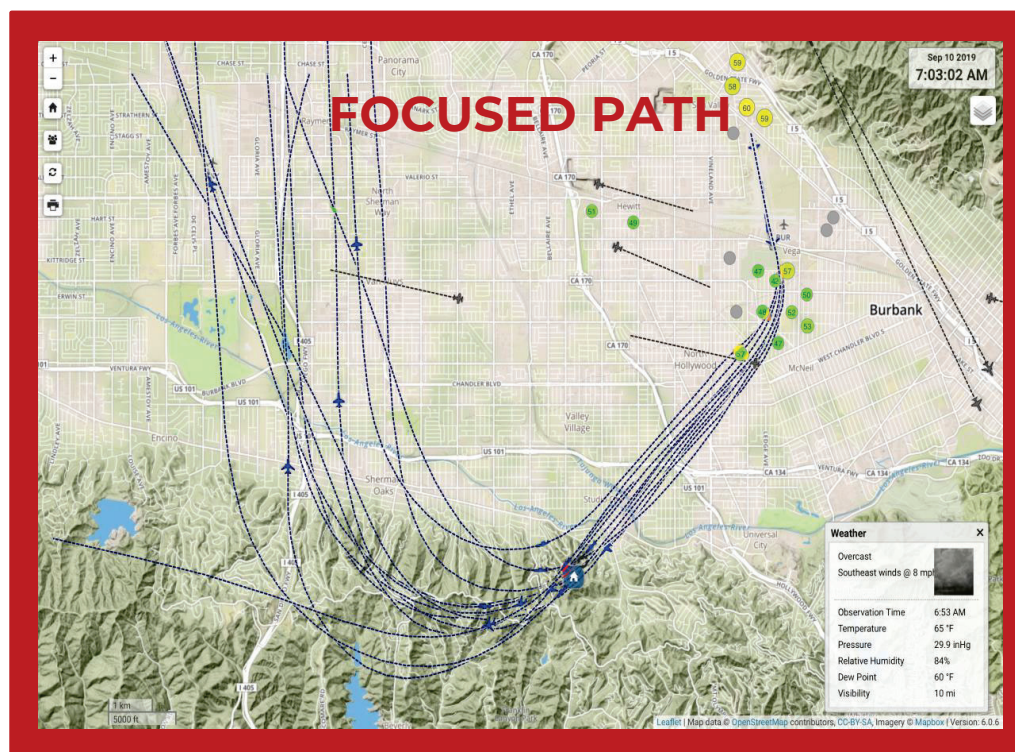




# WE NEED INTERIM RELIEF

## FAA CONCENTRATES ALMOST ALL AIRCRAFT OVER SANTA MONICA MOUNTAINS & FOOTHILLS

- Most FAA SoCal TRACON controllers allow **aircraft** to **fly** along a 210-degree heading **for miles** above the Santa Monica Mountains -- **before giving vectors** to turn.
- Airlines** use on-board **FMS** with **GPS** navigation equipment to fly in a **precise**, predictable, narrow, **half-mile wide corridor**.
- This is **not historic** pre-Next Gen practice.
- This **targets** the **"New Communities"** we represent.



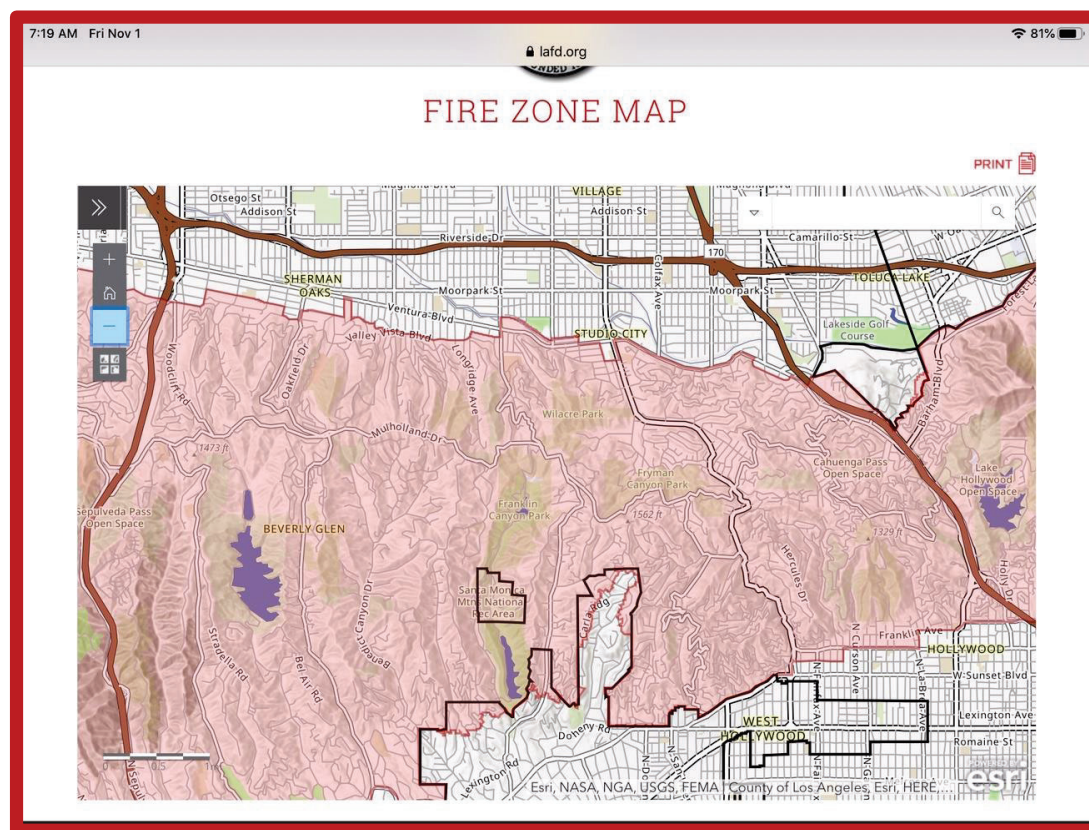




# WE NEED INTERIM RELIEF

## REASONS TO AVOID FOOTHILLS AND MOUNTAINS

- Flight paths should remain **1 NM north of rising terrain** and foothills.
- **LAST WEEK'S CATASTROPHIC FIRES:** location that jets **overfly up to 200 times per day**. **VERY HIGH FIRE HAZARD SEVERITY ZONE**
- For 3 days FAA **STOPPED** using **Runway 15** – **FAA CAN DO IT!**
- **Santa Monica Mountain Parklands:** designated 4(f) noise-sensitive area.
- Noise impacts are **exacerbated** over highly **elevated terrain**.
- Jets are lower over **high** mountain **elevations** – **worsens** negative **air quality**.



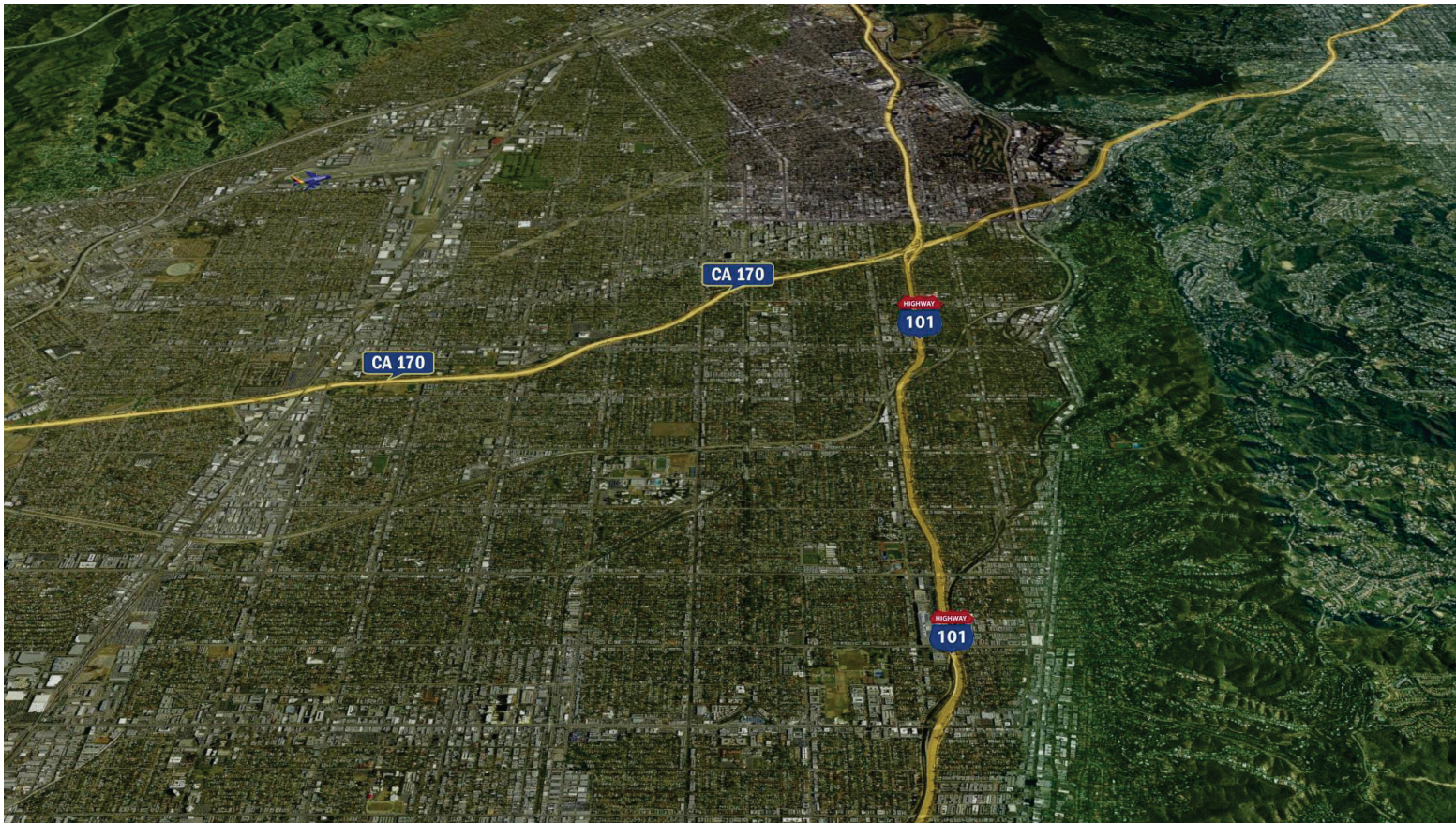
**LAFD New Fire Map**  
**New Community in the thick of it!**





# WE NEED INTERIM RELIEF

## HISTORICAL PATH VS CURRENT PATH

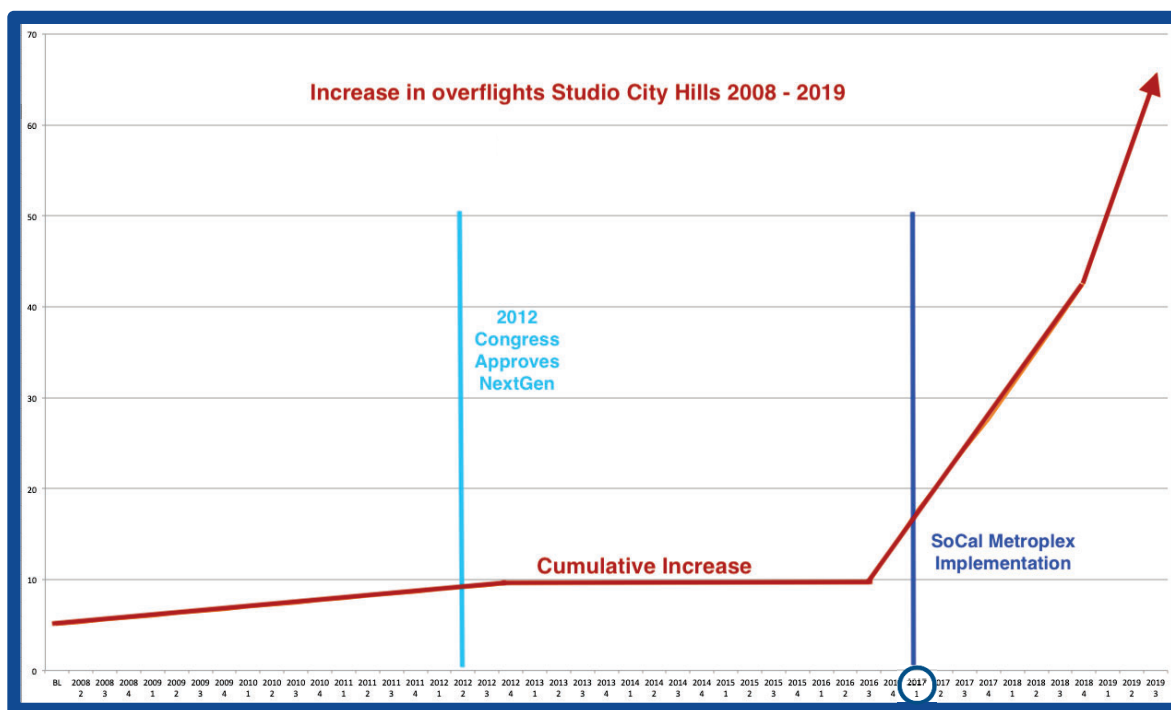




# WE NEED INTERIM RELIEF

LANDRUM & BROWN STUDY PROVES  
FLIGHTS **SUDDENLY** SHIFTED SOUTH

This **graph** taken from **data** from the Landrum & Brown Study, **broken down by quarter** rather than presented over a 10-year period, shows that the **major NOISE increase** occurred **SUDDENLY** at the same time **SoCal Metroplex** was implemented in 2017, not over 10 years' time. It was not "gradual."







# WE NEED INTERIM RELIEF

## FAA **ADMITS** SOUTHERN SHIFT BUT DENIES RESPONSIBILITY

- FAA claims controllers are “handling aircraft in the immediate airport environment the same way they always did.”
- FAA **denies** delaying issuance of vectors to turn, yet FAA **ADMITS** to “southern shift.”

**FACT:** *One-minute **delay** = **four additional miles** traveled **SOUTH** along the 210 heading before initiating turn.*

- FAA blames “southern shift” on increases in BUR operations... **BUT 2007 ALL-TIME PEAK** in flight activity did not trigger public outcry.

**FACT:** *2007 = **138 Noise Complaints** for the **ENTIRE YEAR** at **PEAK** Operations  
2019 = **251,510 Noise Complaints** in **FIRST QUARTER ONLY***

- FAA cannot explain **why** **SOME** jets turn before 101 freeway while **MOST** turn after crossing Ventura Blvd, and many turn after Mulholland.



# INTERIM RELIEF CAN BE IMPLEMENTED **NOW**

**OPERATION *TWIST***: “*Turn West Immediately and Spread Tracks*”

Presented by **Mr. Dan Feger** at 9/11 Task Force Meeting

FAA CAN PROVIDE IMMEDIATE RELIEF WITHOUT THE NEED TO CREATE NEW PROCEDURES

## FAA CAN:

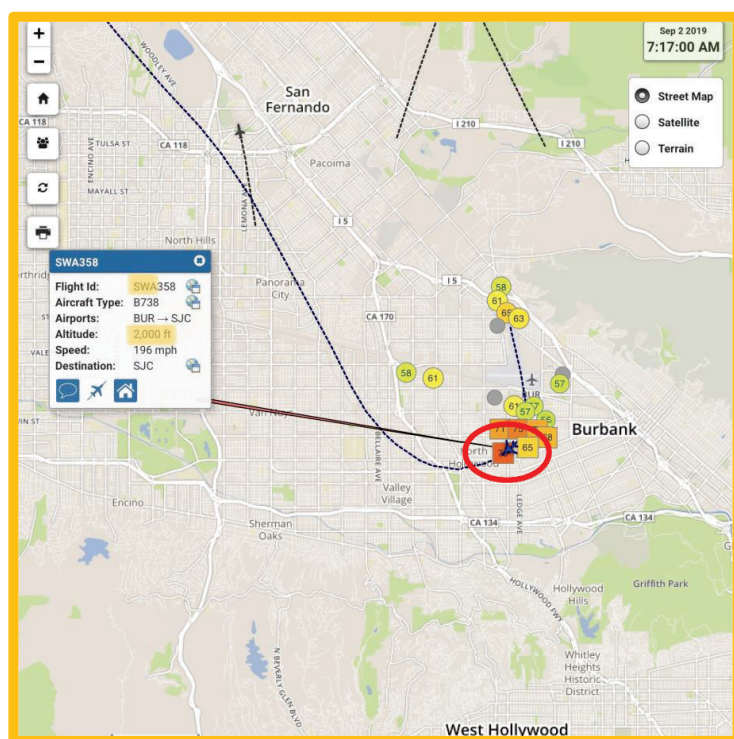
- **TWIST** aircraft **sooner** over pre-NextGen **historical, fanned-out** flight tracks (north of 101 freeway) without changing its historic procedures. **Coincides with the City Attorney’s recent demands.**
- **TWIST** aircraft **sooner** simply by **giving vectors to turn** as soon as the departing aircraft reach a **safe altitude**, as low as 1000 feet above non-mountainous terrain. Use DVA. Only 1,000 feet vertical separation between aircraft required.
- **TWIST** aircraft sooner by **increasing rate of climb.**
- **TWIST** departures sooner without waiting for a lengthy EA process and potential ongoing litigation.

## GET JETS UP AND OUT OF THE VALLEY

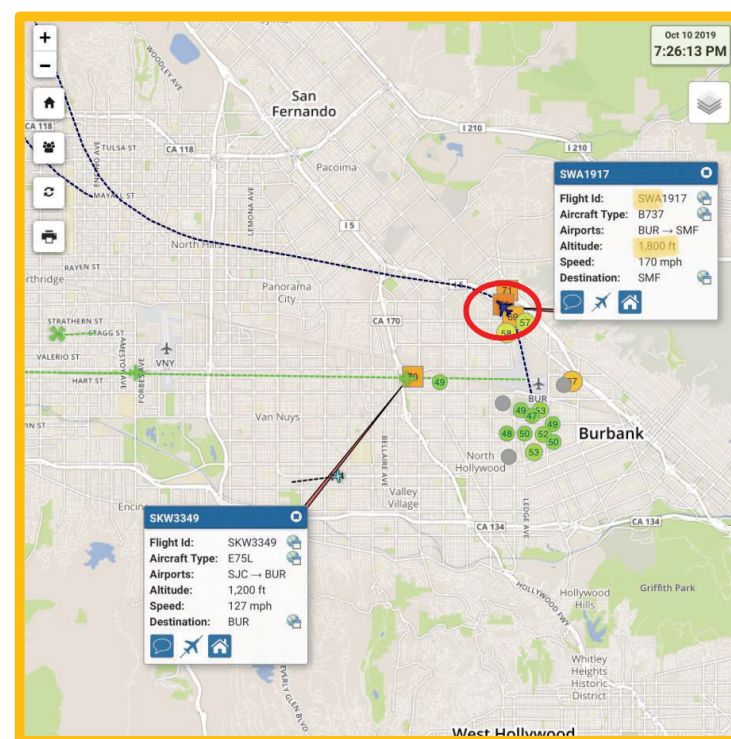
# INTERIM RELIEF AVAILABLE

## FAA ALREADY **TWISTS** SOME DEPARTURES

Some FAA SoCal TRACON controllers occasionally already TWIST aircraft departures from Runway 15 and 33 as soon as they reach safe altitudes, as low as 1800 feet AMSL.



South from Runway 15 – SWA jet  
vectored in a tight turn at **2000 feet AMSL**



North from Runway 33 – SWA jet vectored in a  
tight turn at **1800 feet AMSL**

\*Note arrival at  
same time as  
northern  
departure of  
close lateral  
proximity

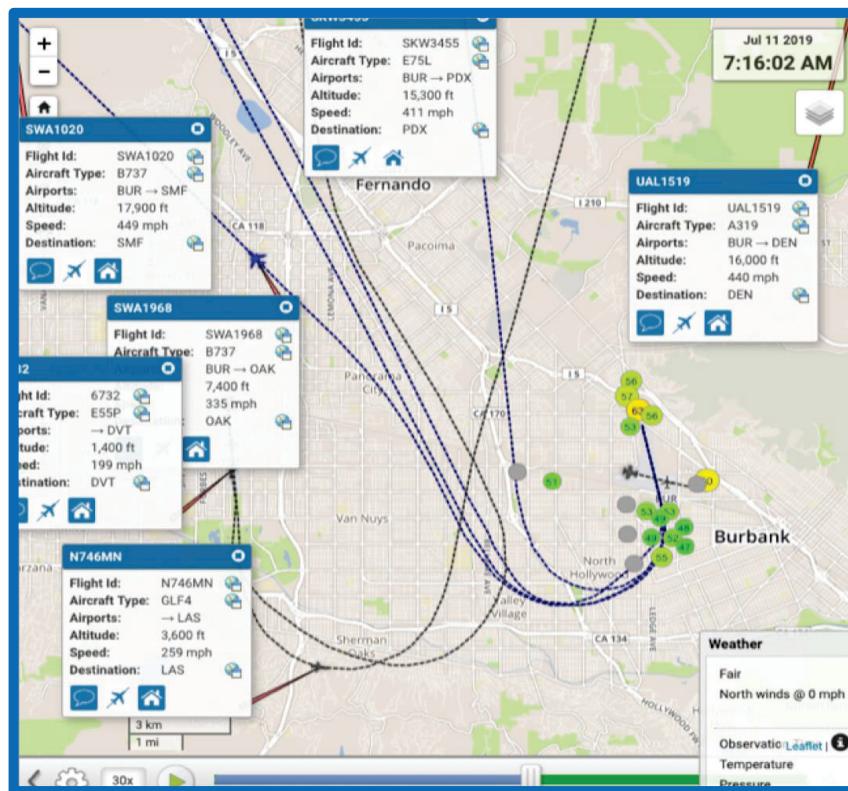




# INTERIM RELIEF AVAILABLE

## FAA ALREADY **TWISTS** SOME DEPARTURES

Environmental Assessment not necessary to **TWIST** aircraft **UP AND OUT OF THE VALLEY**



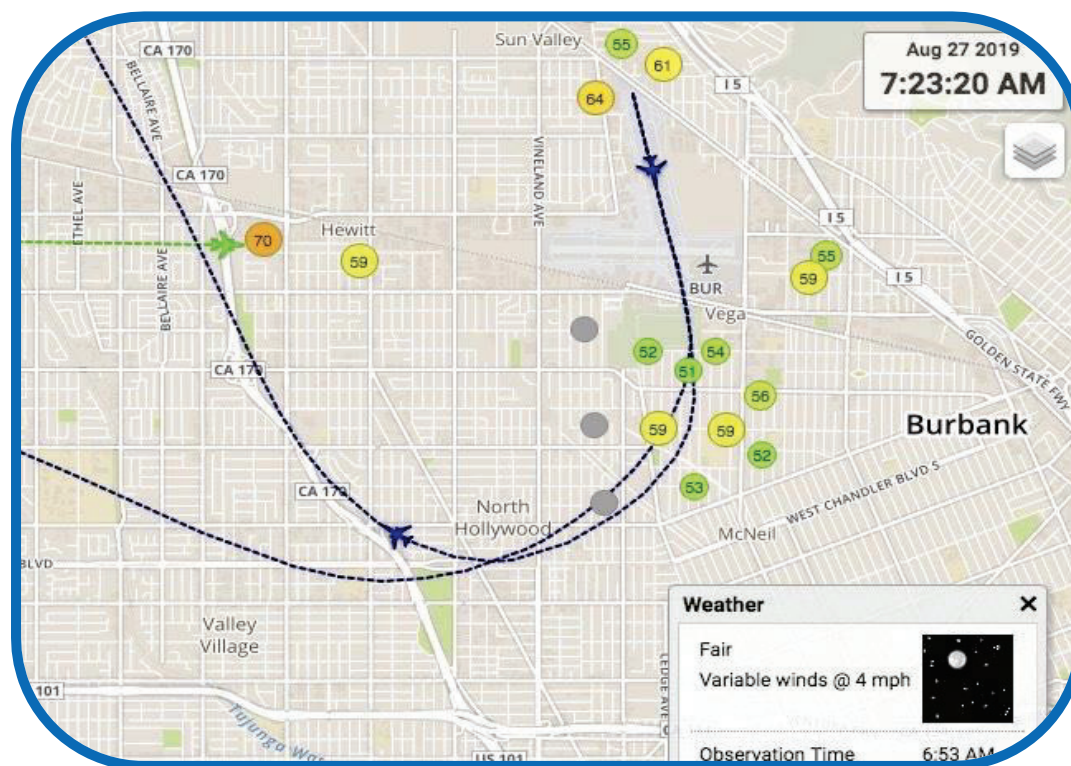
7/11/19 – Multiple SWA, United, SkyWest  
& VNY Aircraft; SLAPP & OROSZ



# INTERIM RELIEF AVAILABLE

FAA ALREADY **TWISTS** SOME DEPARTURES

**UP AND OUT OF THE VALLEY!**

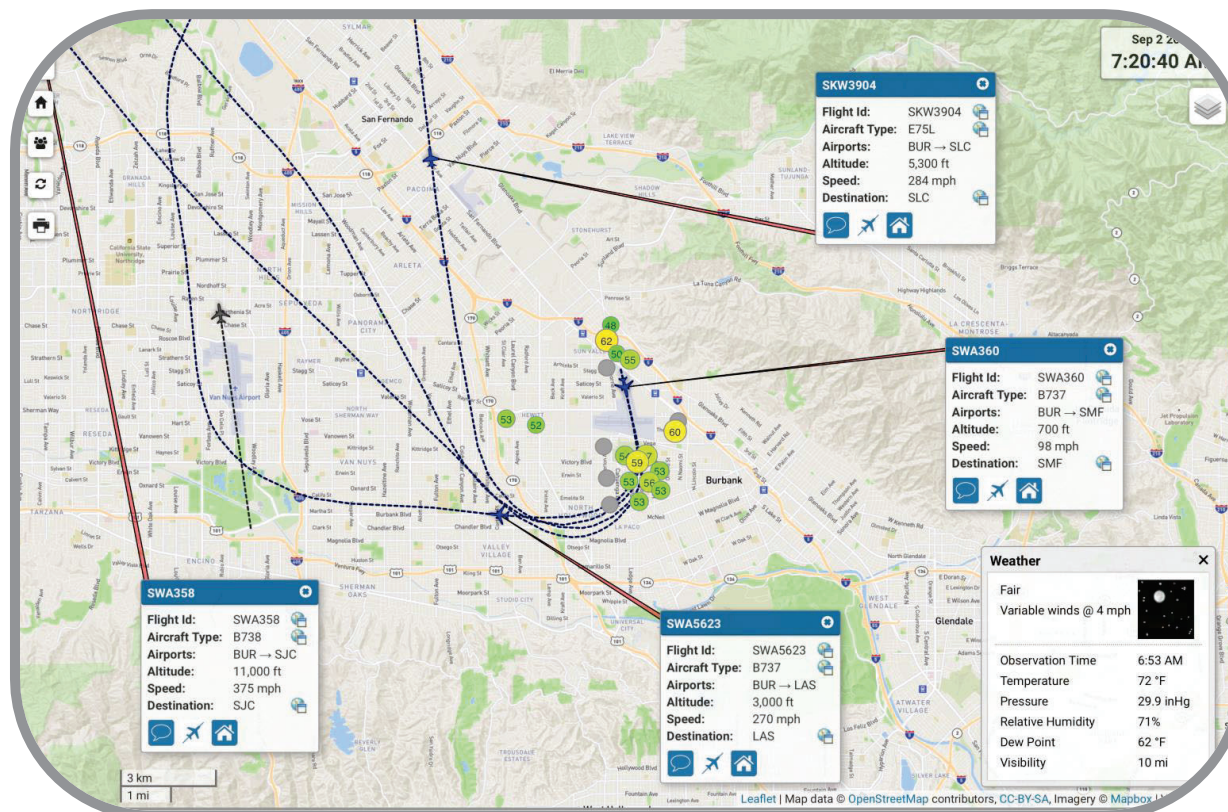


8/27/19 – Well-north of 101 along 170 Freeway



# INTERIM RELIEF AVAILABLE

## FAA ALREADY **TWISTS** SOME DEPARTURES UP AND OUT OF THE VALLEY!



9/2/19 – SWA360, 358, 5623 & SKW 3904 all well north of 101 Fwy

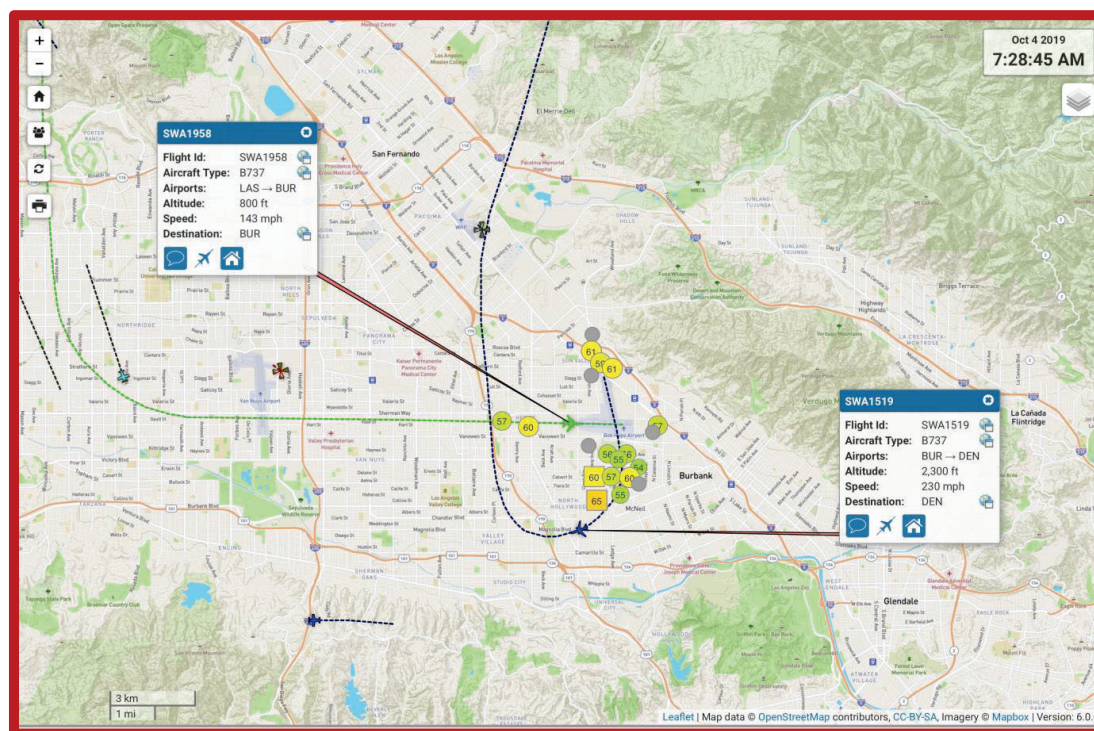




# INTERIM RELIEF AVAILABLE

## FAA ALREADY **TWISTS** SOME DEPARTURES

### UP AND OUT OF THE VALLEY!



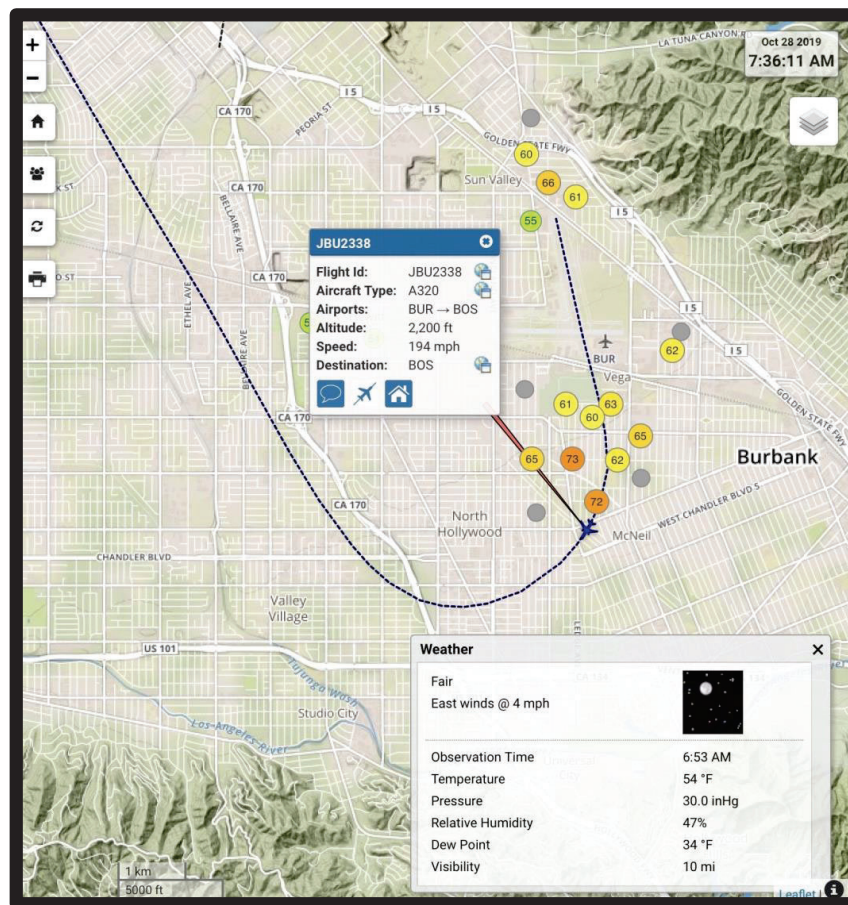
10/4/19 – SWA1598  
Note: arrival separation not an issue



# INTERIM RELIEF AVAILABLE

FAA ALREADY **TWISTS** SOME DEPARTURES

**GET UP AND  
OUT OF THE VALLEY!**



## 10/28/19 – JetBlue2338

- Airbus 320
- Heavy with fuel
- Cross-country flight
- Tight turn along 170 freeway.

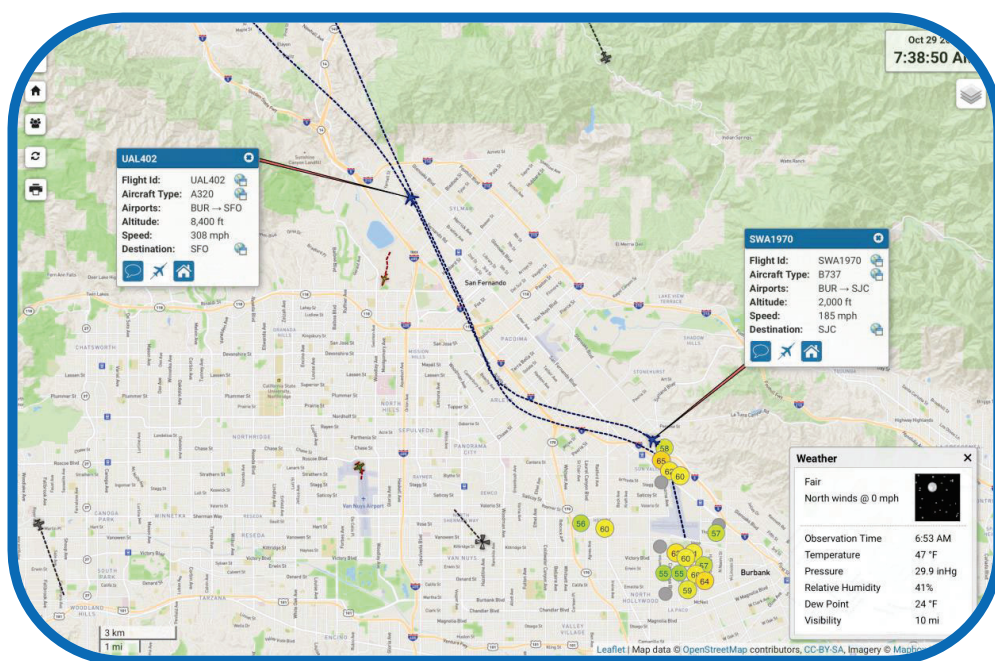




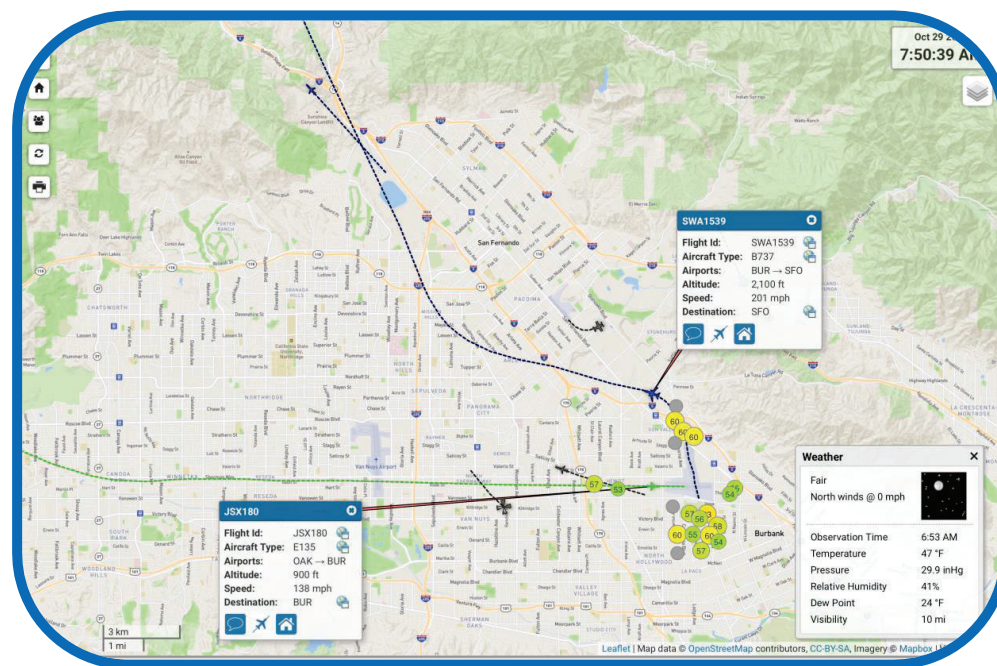
# INTERIM RELIEF AVAILABLE

## USE RUNWAY 33 - NORTHERN DEPARTURE

Existing Procedure – Environmental Assessment Not Necessary



**10/29/19 – SWA & United**  
Less noise impacts over flat terrain



**10/29/19 – SWA**  
Same time as arrival – separation not an issue

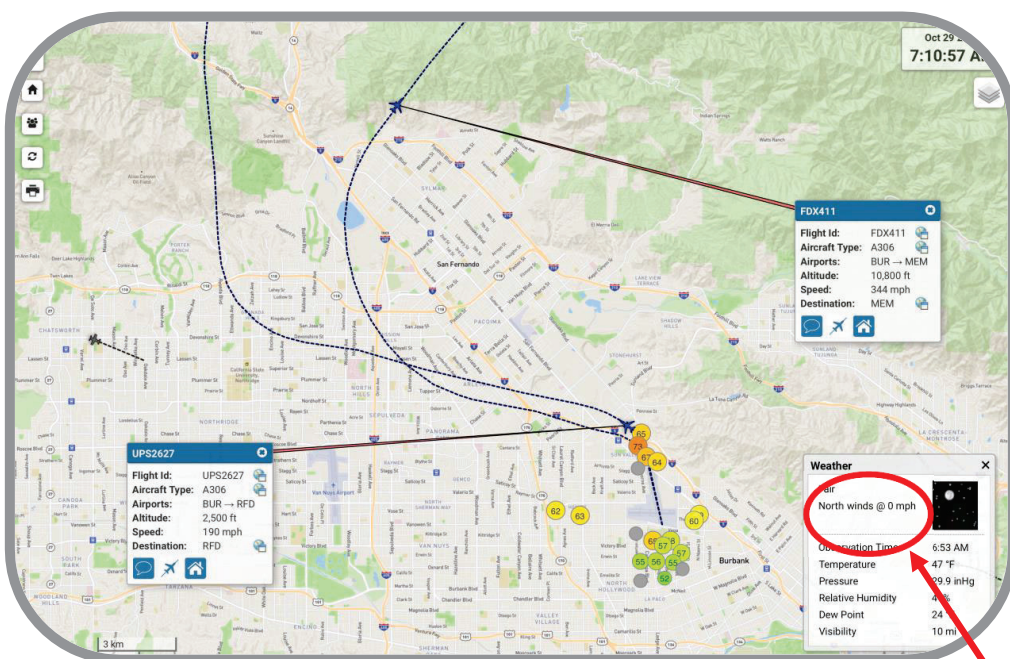




# INTERIM RELIEF AVAILABLE

## USE RUNWAY 33 - NORTHERN DEPARTURE

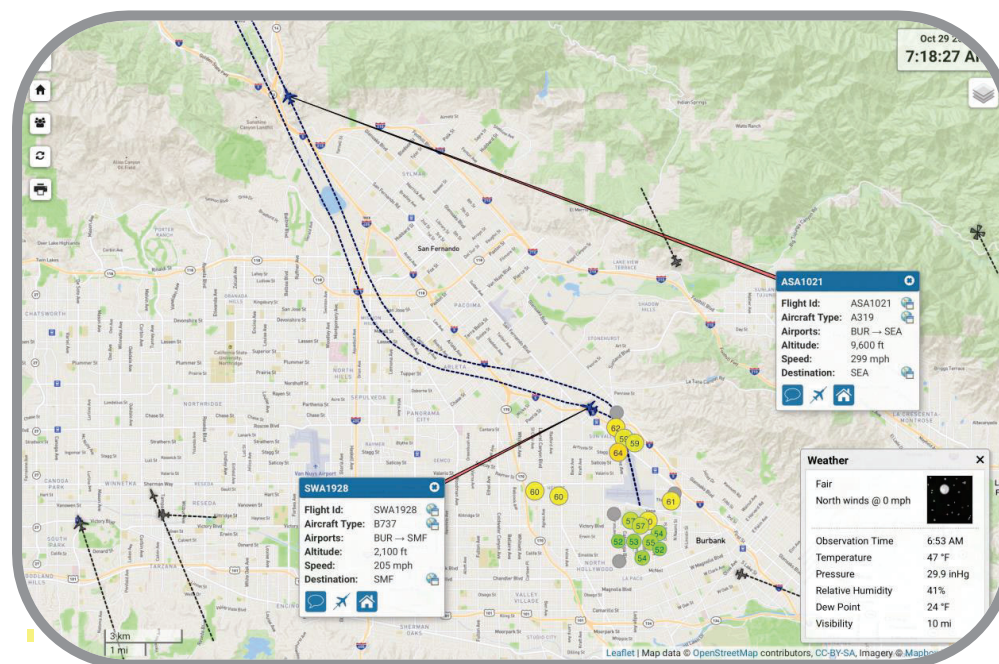
Does not require headwind. More efficient path to SLAPP AND OROSZ.



**10/29/19 FedEx & UPS**

Heavy jets with quick ascent even without favorable winds

Winds = 0 mph



**10/29/19 – SWA & ALASKA**

Quick ascent and turn at 2100 feet



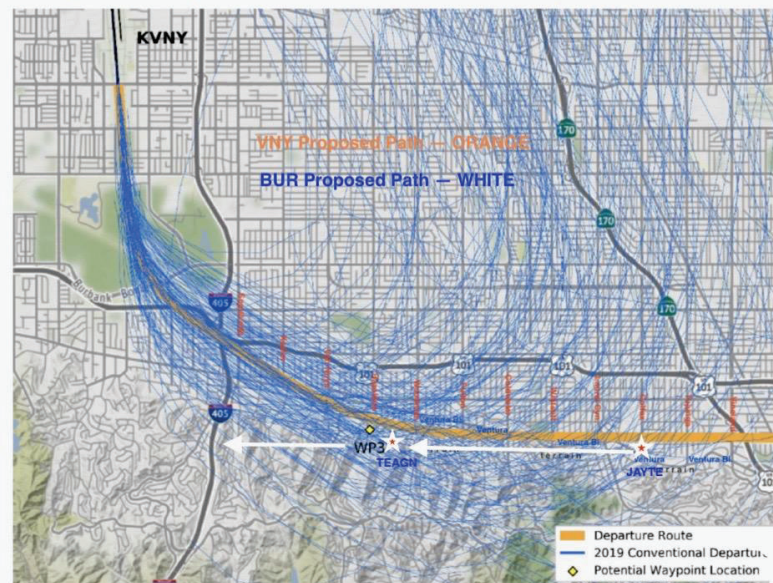
# FAA'S REGIONAL LONG-TERM PLAN IS NOT A SOLUTION

FAA's proposed revised RNAV departure procedures for VNY would **overfly the same area** as BUR Proposed Procedures, prior to completion of the BUR EA, and despite **massive public outcry**.

FAA's departure proposals for both Airports would create a permanent **"double-decker" super-highway** "noise corridor" over Ventura Blvd and the Santa Monica Mountain foothills, a noise sensitive area.

One nautical mile deviation creates further **spillover** into many neighborhoods.

## May 1-14, 2019 (Simulated East Departure Tracks)



NOTE: The orange lines, and their width, are for reference only and are not intended to depict a flight corridor or boundary

**DOUBLE-DECKER SUPERHIGHWAY  
BUR AND VNY PROCEDURES**





# FAA'S REGIONAL LONG-TERM PLAN IS NOT A SOLUTION

FAA's Proposed Procedures for BUR would create JAYTE and TEAGN Waypoints over Ventura and Valley Vista Blvds.

**Ventura Blvd should not become, and never was, a noise corridor!**

FAA's proposals for both Airports would not represent pre-Metroplex historic noise tracks, going back before 2012 launch of NextGen.



The heart of our community

# THREE LONG-TERM **ALTERNATIVES**

ALL SOLUTIONS INCLUDE **DISPERSAL**

1

RETURN TO HISTORIC, DISPERSED, PRE-METROPLEX FIGHT TRACKS

2

RUNWAY ROTATION – JETS DEPART IN ALL DIRECTIONS

3

OPERATION JETNOISE







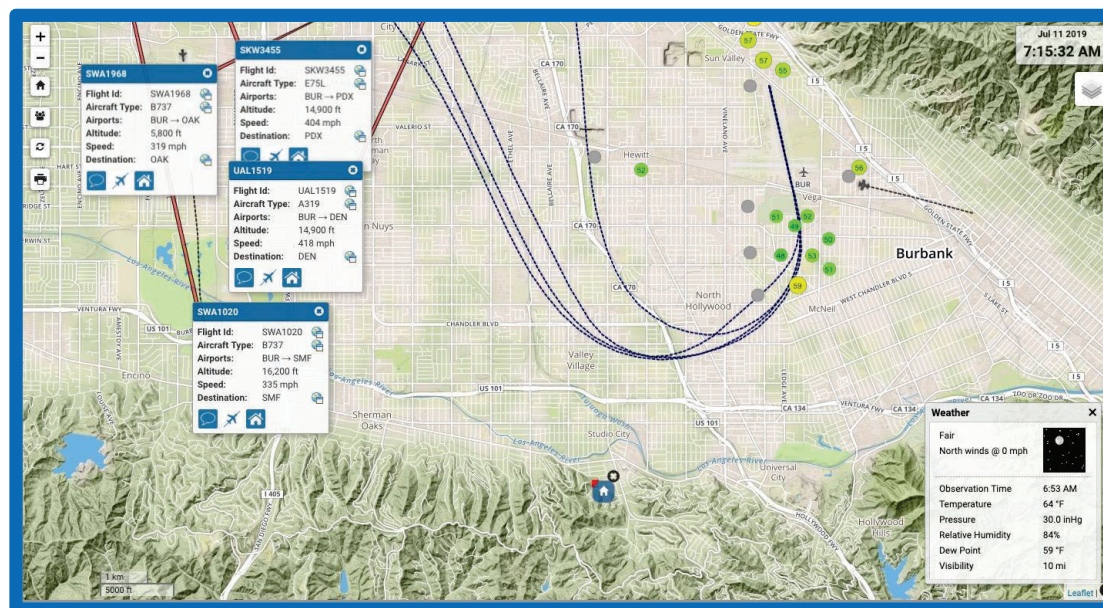
# LONG-TERM ALTERNATIVES

ALL SOLUTIONS INCLUDE **DISPERSAL**

1

## RETURN TO HISTORIC, DISPERSED, PRE-METROPLEX FLIGHT TRACKS

- Make **TWIST** a permanent solution.
- Los Angeles **City Attorney** advocates the **return to Historical pre-Metroplex** path to correct the “**erroneous southern shift.**”
- **TWIST** most nearly **reflects historic** practices and historic noise impact areas.
- **Ascend faster** – increase Rate of Climb.
- FAA to **issue vectors** to turn as **soon** as aircraft reach a safe altitude (1,000 feet above non-mountainous terrain).
- FAA to **FAN-OUT** aircraft prior to turn.





# LONG-TERM ALTERNATIVES

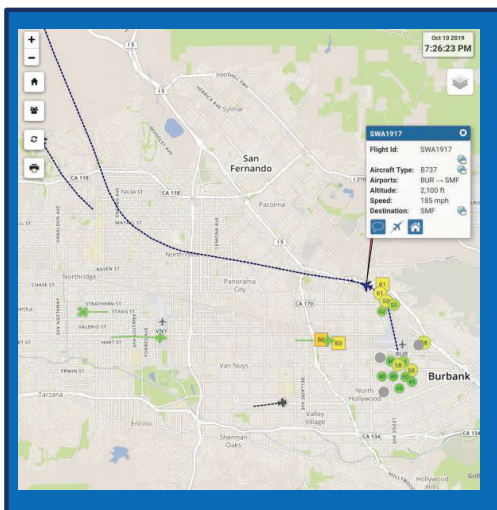
ALL SOLUTIONS INCLUDE **DISPERSAL**

2

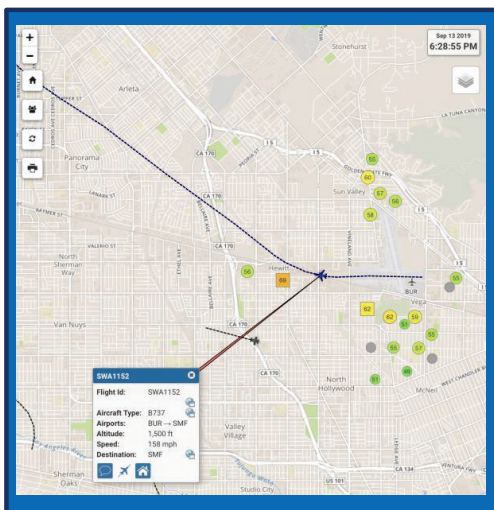
## IMPLEMENT RUNWAY ROTATION - JETS DEPART IN ALL DIRECTIONS

- **SHARE THE NOISE** between Burbank, Glendale, Pasadena, and Los Angeles residents to the south, north and west of the airport.
- **USE EXISTING PROCEDURES** to allow departures in all directions.

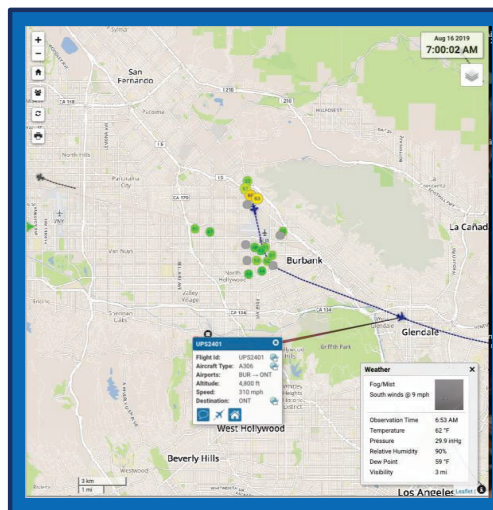
Northern  
Departure



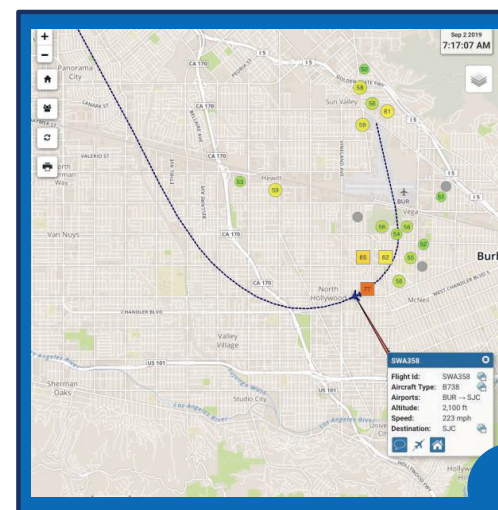
Western  
Departure



Eastern  
Departure



Southern (Historic)  
Departure



# Operation JETNOISE

Mr. Dan Feger - Former Executive Director of Burbank Airport



## Operation TWIST

Identify interim measures that can be implemented quickly to provide noise relief for affected communities



## Operation JETNOISE

Identify permanent measures that can be implemented to minimize noise impacts (present/future) and restore the noise to its historic location



## Operation QUIET

Understand what has caused the problem that has plagued the communities south of the Hollywood Burbank Airport for the last 2.5 years



## LONG-TERM ALTERNATIVES



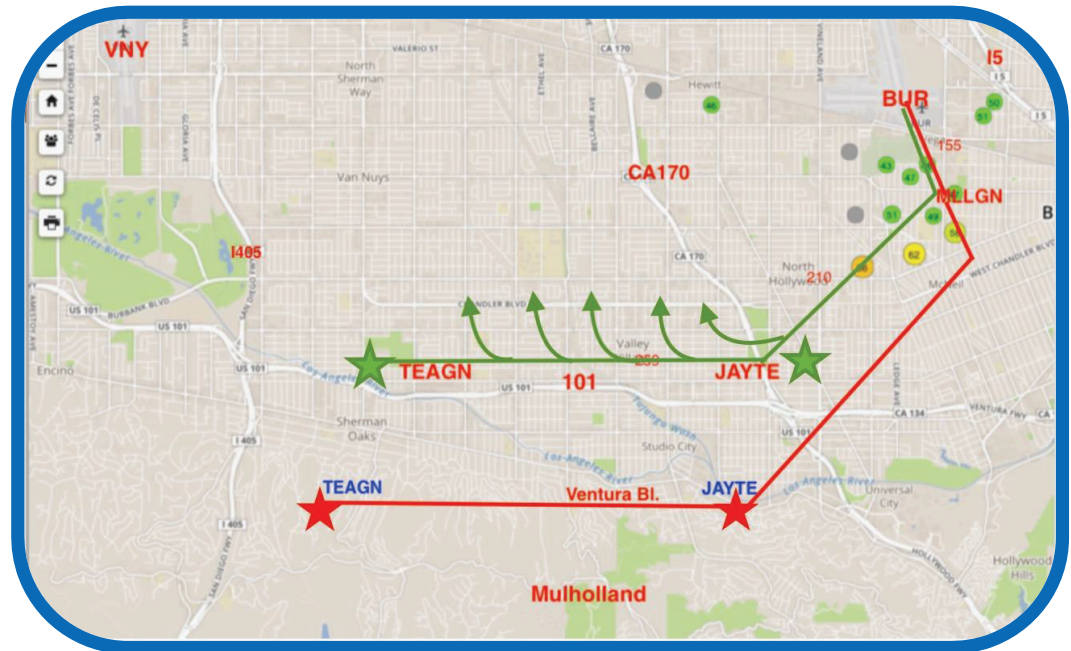
# Operation JETNOISE

JAYTE and TEAGN North of 101 Stop Expansion

3

## OPERATION JETNOISE - Establish Long-Term Relief

- If FAA requires an RNAV procedure, create new Initial Fix waypoint MLLGN just south of BUR.
- Locate JAYTE and TEAGN north of 101 freeway.
- Use an open SID departure to require radar vectors and spread tracks between JAYTE and TEAGN that attempts to reproduce the fifty-year historical departure tracks.



**Green:** JETNOISE - most closely represents historic flight tracks with RNAV dispersal






**Red:** BUR Proposed Procedures flight track that would impact “New Community”

## LONG-TERM ALTERNATIVES



# Operation JETNOISE

## *JAYTE and TEAGN North of 101 Stop Expansion*

-  Congress erred in 2012 by allowing NextGen to be implemented without providing acoustical treatment for residents beneath RNAV focused flight tracks or **changing noise metric** to account for **repetitive noise events** in a straight, narrow flight path without dispersal.
-  Presuming FAA continues to create NextGen focused flight tracks, Congress could tax airline baggage fees with 7.5% excise tax to provide funding for additional FAA Air Traffic Controllers and to help pay for acoustical treatment for residents under jet superhighways.
-  **Moratorium** on further **air service development**, marketing and promotion by BUR Authority.
-  Shorten Runway 15 to install an EMAS that is necessary for safe departures, as well as **discourage** use of aircraft that **seat more than 180 passengers**.
-  Environmental Assessment should reflect Airport Authority and City of Burbank commitment to **avoid expansion of BUR** beyond what the Burbank voters approved in 2016.

# Operation QUIET

*“Question, Understand, Investigate, Explain, Think”*



## Operation TWIST

Identify interim measures that can be implemented quickly to provide noise relief for affected communities



## Operation JETNOISE

Identify permanent measures that can be implemented to minimize noise impacts (present/future) and restore the noise to its historic location



## Operation QUIET

Understand what has caused the problem that has plagued the communities south of the Hollywood Burbank Airport for the last 2.5 years





# Operation QUIET

*Question, Understand, Investigate, Explain, Think*

Included in your binders is  
an extensive list of  
questions for the FAA

An aerial photograph of a city at dusk. The city is densely packed with buildings and trees, with lights beginning to glow. In the background, a range of mountains is visible under a sky with a mix of orange and blue hues. A blue rounded rectangle is centered over the city, containing the text "ANY QUESTIONS?".

**ANY QUESTIONS?**