

PRESENTATION TO SOUTHERN SAN FERNANDO VALLEY AIRPLANE NOISE TASK FORCE

STEVEN M. TABER, PARTNER

LEECH TISHMAN FUSCALDO & LAMPL, INC.

NOVEMBER 6, 2019

**ON BEHALF OF BENEDICT HILLS ESTATES ASSOCIATION AND
BENEDICT HILLS HOMEOWNERS ASSOCIATION**

AGENDA FOR PRESENTATION



- Opening Remarks
- Short History of Benedict Hills Involvement with Departures from Hollywood Burbank Airport
- Negotiations that Led to the Settlement Agreement
- The Procedures
- How the Settlement Procedures check many of the boxes for the Community Groups

HISTORY



- 2011 – “Fight Burbank Noise” group formed to address the increase in airplane noise over homes south of Burbank Airport.
- End of 2011 – Fight Burbank Noise met with members of Congressman Henry Waxman’s staff and a member of Los Angeles Councilman Paul Koretz’ staff.
- January 2012 – Meeting with three representatives of BUR, Rep. Waxman’s staff and area residents.
- July 2012 – FAA said that it would meet. FAA Regional Administrator William Withycombe retires before meeting takes place.
- March 2013 - At the request of the residents, Rep. Adam Schiff requested and received a report from the FAA.

HISTORY (P.2)



- July 2013 – Rep. Waxman arranges a meeting at FAA's offices in Hawthorne Acting Regional Administrator David Suomi.
- October 2013 – Benedict Hills residents engage Steven Taber to represent them and brings in Airspace Consultant Barry Yurtis.
- March 2014 – Consultant Barry Yurtis delivers his analysis, proposing curved departures from both VNY and BUR to keep aircraft above the 101/134 freeway as they gained altitude.
- October 2014 – Proposal presented to FAA Regional Administrator Glen Martin was well-received by FAA.

HISTORY (P.3)



- November 2014 – FAA indicates that it would design a curved departures as part of the Southern California Metroplex.
- July 2015 – FAA issues draft Environmental Assessment without curved departures.
- September 2015 – Benedict Hills submits comments on the SoCal Metroplex project.
- August 2016 – SoCal Metroplex Finding of No Significant Impact and Record of Decision issued with no curved departures.
- October 2016 – Benedict Hills files Petition for Review of the Southern California Metroplex.
- See <http://leechtishman.com/burbank-airport-benedict-hills> for copies of the documents mentioned here.

HISTORY OF THE SETTLEMENT AGREEMENT



- January 2017 – Beginning of mediation between FAA and Benedict Hills.
- March 2017 – FAA presents a settlement proposal. Nothing on VNY, only BUR and flies south of the 101/134.
- September 2017 – FAA submits its Second Proposal. Agreement in principle is reached dependent on the outcome of the Noise Screen and Emissions Analysis.
- January 2018 – FAA submits its Noise Screen and Emission Analysis for its Settlement Proposal.
- March 2018 – Settlement Agreement is signed.

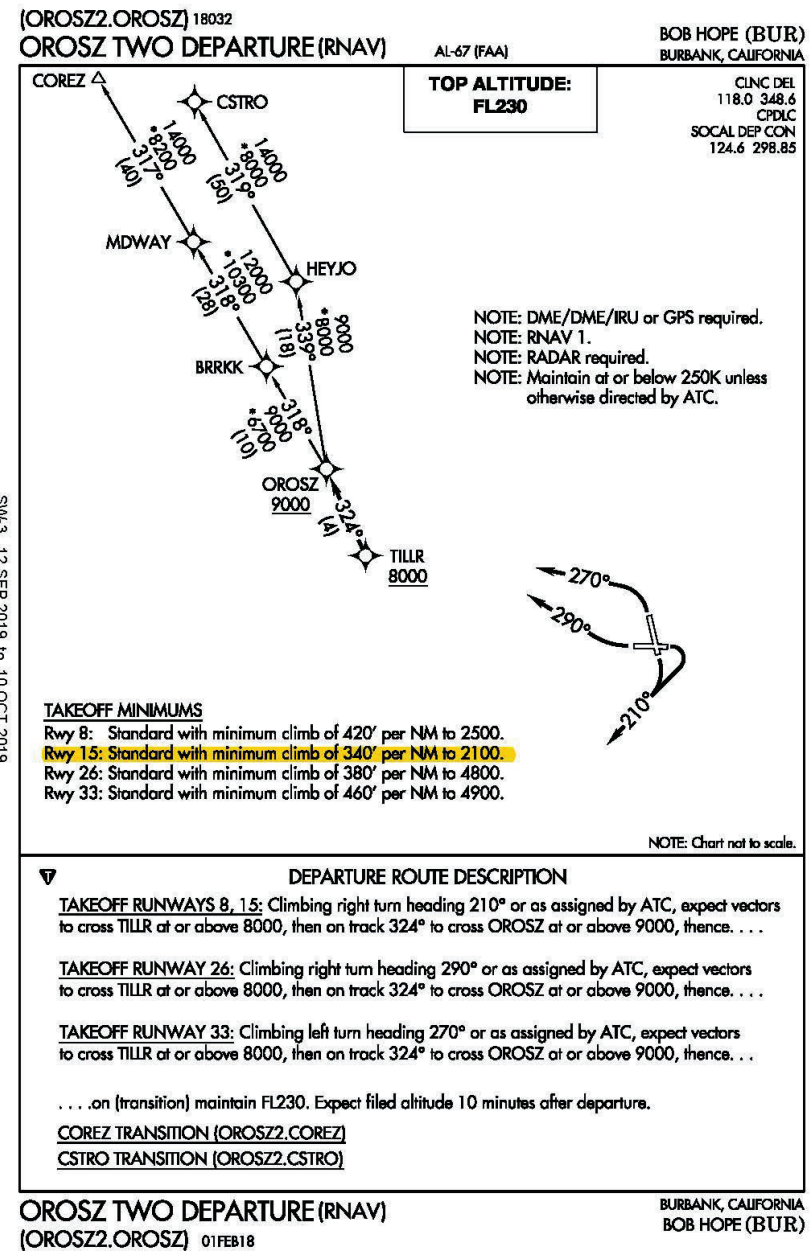
OROSZ AND SLAPP PROCEDURES



- 94% of all departures from Hollywood-Burbank Airport depart on Runway 15.
- Since Runway 15 departures are the flights that are flying over Benedict Hills, Studio City, and Sherman Oaks, our focus is on departures from Runway 15.

CURRENT PROCEDURES: OROSZ TWO

- **OROSZ TWO:** “Climbing right turn heading 210° or as assigned by ATC, expect vector to cross TILLR at or above 8000, then on track 324° to cross OROSZ at or above 9000, thence. . .”
- **Minimum Climb Rate:** Standard with minimum climb of 340' per NM to 2100.



CURRENT PROCEDURES: SLAPP ONE

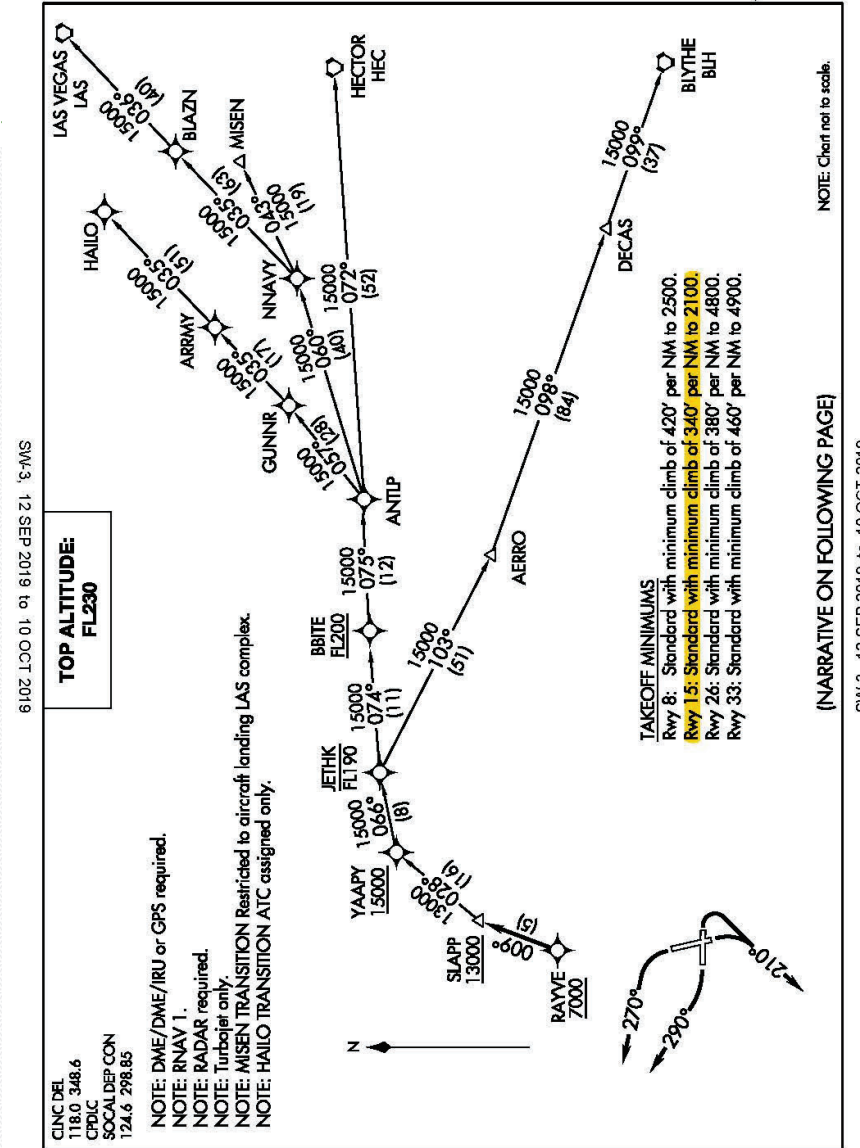
- **SLAPP ONE:** “: Climbing right turn heading 210°, expect vectors to RAYVE then on track 009° to cross SLAPP at or above 13000, thence...”
- Minimum Climb Rate: Standard with minimum climb of 340' per NM to 2100.

(SLAPP1.SLAPP) 17341

SLAPP ONE DEPARTURE (RNAV)

AL-67 (FAA)

BOB HOPE (BUR)
BURBANK, CALIFORNIA



SLAPP ONE DEPARTURE (RNAV)

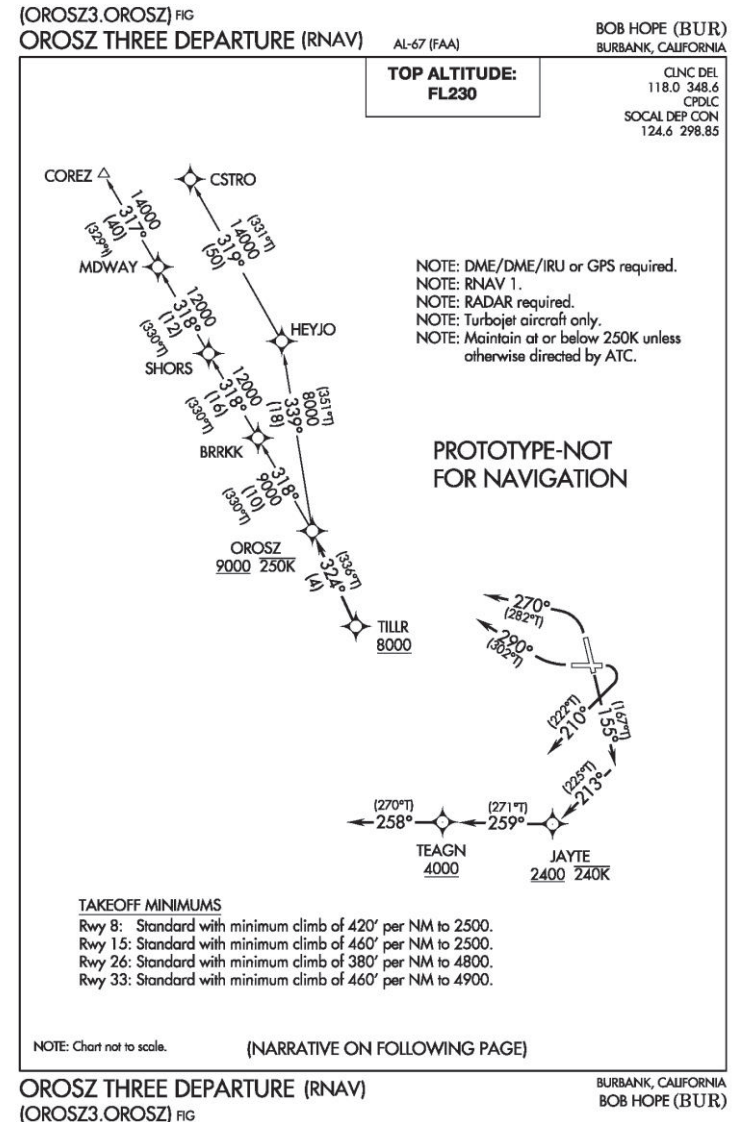
(SLAPP1.SLAPP) 02MAR17

BURBANK, CALIFORNIA
BOB HOPE (BUR)

SW-3, 12 SEP 2019 to 10 OCT 2019

SETTLEMENT PROCEDURE: OROSZ THREE

- **OROSZ THREE:** “Climb heading 155° to intercept course 214° to cross JAYTE at or above 2400 and at or below 240 Kias, then on track 259° to cross TEAGN at or above 4000, then on track 258° for vectors to cross TILLR at or above 8000, then on track 324° to cross OROSZ at or above 9000 and at or below 250 Kias, thence ...” [Kias=“Knots-Indicated Air Speed” or “airspeed”].
- Minimum Climb rate: Standard with minimum climb of 460' per NM to 2500



SETTLEMENT PROCEDURE: SLAPP TWO

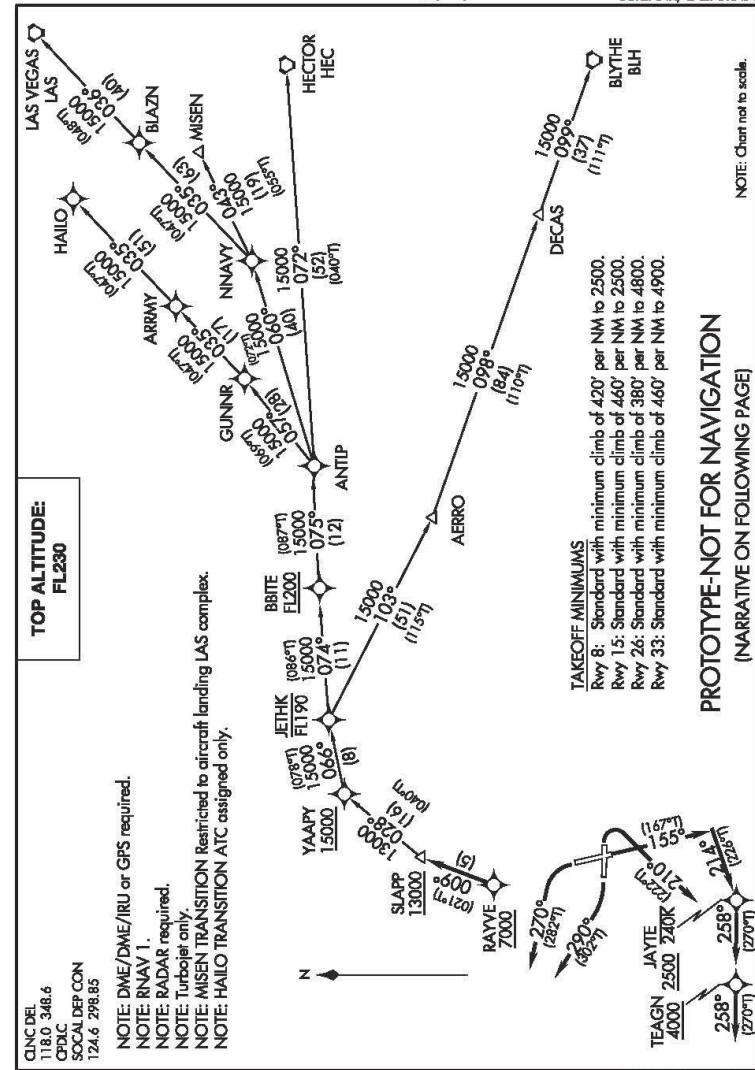
SLAPP TWO: “Climb heading 155° to intercept course 214° to cross JAYTE at or above 2500 and at or below 240 KIAS, then on track 258° to cross TEAGN at or above 4000, then on track 258° for vectors to cross RAYVE at or above 7000, then on track 009° to cross SLAPP at or above 13000, thence ...”

Minimum climb rate: Standard with minimum climb of 460' per NM to 2500.

(SLAPP2.SLAPP) FIG
SLAPP TWO DEPARTURE(RNAV)

AL-67 (FAA)

BOB HOPE (BUR)
BURBANK, CALIFORNIA



SLAPP TWO DEPARTURE(RNAV)
(SLAPP2.SLAPP) FIG

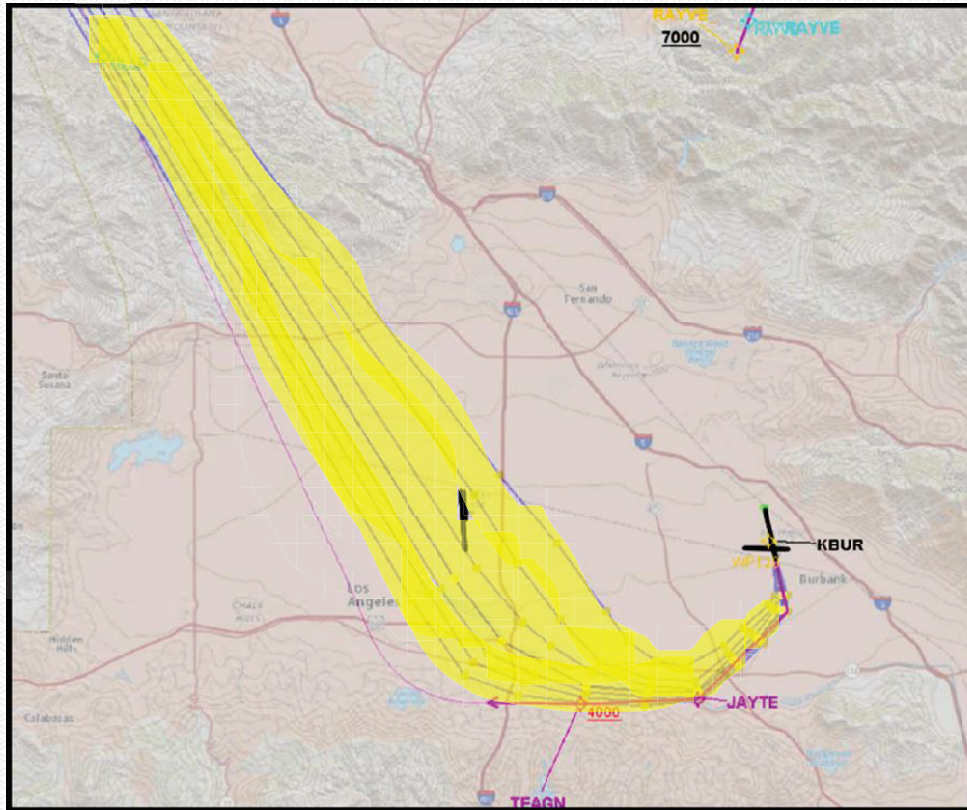
BURBANK, CALIFORNIA
BOB HOPE (BUR)

IMPORTANT POINTS ABOUT THE SETTLEMENT PROCEDURES



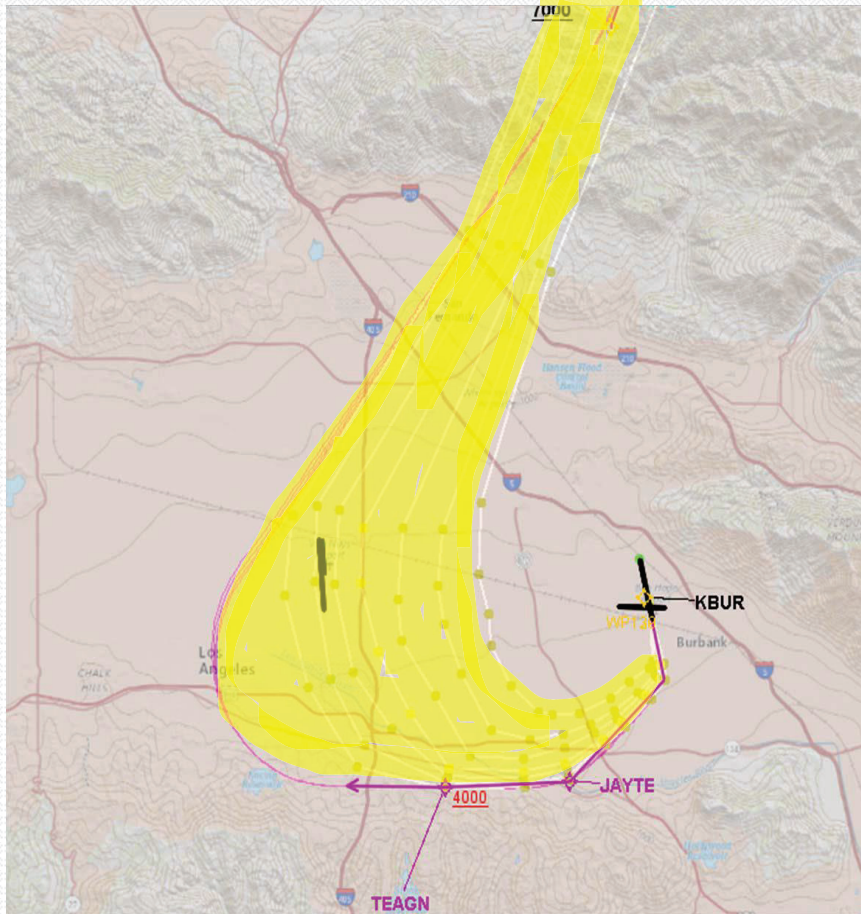
- The foregoing descriptions of OROSZ THREE and SLAPP TWO are the “full procedure.”
- The procedures had to be designed to allow the clunkiest aircraft departing BUR to make the turn.
- **However, there is no intent that *all* flights departing BUR on Runway 15 will fly the full procedure.**
- The FAA, in the Settlement Agreement, promised that:
 - “...aircraft departing Bob Hope Airport utilizing the SLAPP and OROSZ procedures will be radar vectored by air traffic control north as soon as practicable after take-off ...”

OROSZ THREE BACKBONES



- ~50% of all RWY 15 Departures would be dispersed within the area shown in yellow.
- OROSZ consists of (1) a climb to ~1,000 feet AGL on the RNAV route, (2) then a climbing right turn to a heading of the controller's choice, (3) followed by a direct to OROSZ leg at the controller's discretion.

SLAPP TWO BACKBONES



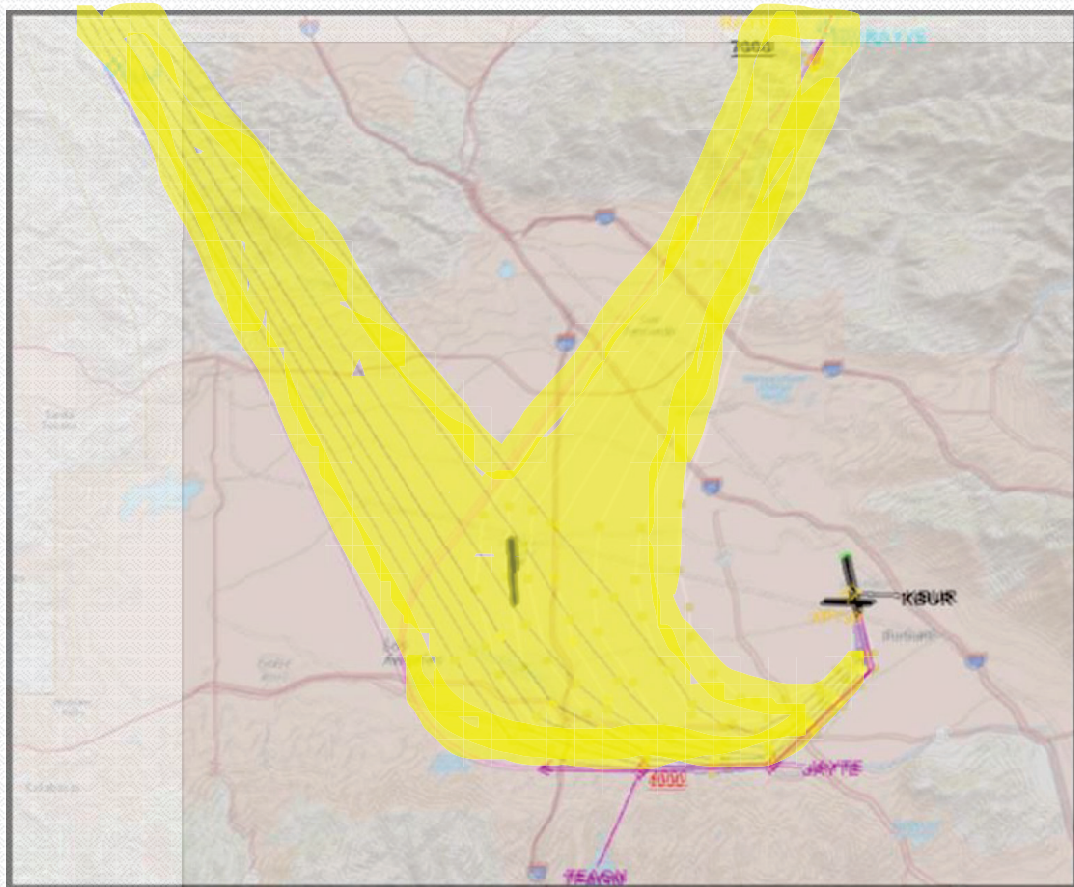
- ~37% of the departures from Runway 15 would be dispersed within the area shown in yellow.
- This backbone consists of (1) a climb to ~1,000 feet AGL on the RNAV route, (2) then a climbing right turn to a heading of the controller's choice, (3) followed by a direct to SLAPP leg at the controller's discretion.

CONCLUSIONS ABOUT SETTLEMENT PROCEDURES



- FAA predicts that about 1% of the departures from Runway 15 will fly the “full procedure.” This amounts to about one flight per day, based on 2017 operations.
- The remaining 12% of departures from Runway 15 are non-RNAV procedures.

DISPERSAL OF FLIGHT DEPARTING RWY 15



MISCONCEPTIONS ABOUT THE SETTLEMENT PROCEDURES



- ***The Settlement Procedures have not been implemented.*** The noise you are experiencing now is not the result of the procedures that the FAA agreed to in the Settlement Agreement.
- ***The Settlement Procedures will not result in a concentrated flow of aircraft over the waypoints.*** The report of the December 6, 2018, City of Los Angeles Chief Legislative Analyst was ***incorrect*** in concluding that these procedures would result in concentrated flights over Studio City and Sherman Oaks.
- *Report of the Chief Legislative Analyst, Dec. 6, 2018, p.2: “As the initial leg of the departure route uses specific, programmed waypoints over Studio City (the JAYTE waypoint) and Sherman Oaks (the TEAGN waypoint), air traffic departing Hollywood Burbank Airport will be more concentrated over these areas of the City.”*

BENEFITS OF THE SETTLEMENT PROCEDURES



SECTION 175 OF THE FAA REAUTHORIZATION ACT OF
2018

BENEFITS OF THE SETTLEMENT PROCEDURES



December 10, 2018

The Honorable Daniel K. Elwell
Acting Administrator
Federal Aviation Administration
800 Independence Ave SW
Washington, DC 20591

Re: Proposed Amendment to OROSZ and SLAPP Area Navigation Departure Procedures at
Hollywood Burbank Airport — Request for Consideration of Dispersal Headings/Other
Lateral Track Variations to Address Community Noise Concerns

Dear Administrator Elwell:

The Federal Aviation Administration ("FAA") recently solicited public comments on proposed amendments to the OROSZ and SLAPP area navigation departure ("RNAV") procedures at Bob Hope Airport (commonly known as Hollywood Burbank Airport) ("Airport"). The Burbank-Glendale-Pasadena Airport Authority ("Authority"), owner and operator of the Airport, respectfully submits this letter pursuant to Section 175 of the FAA Reauthorization Act of 2018 ("Act") to request that you consider the feasibility of dispersal headings or other lateral track variations to address community noise concerns.

Earlier this year, in response to a significant increase in noise complaints, the Authority retained the firm Landrum & Brown, Inc. ("L&B") to prepare a flight path analysis and report on the impact of the FAA's implementation of NextGen in the Southern California Metroplex. L&B presented its findings to the Authority's Operations & Development Committee at an evening meeting on October 18, 2018. There was exceptionally high public attendance — hundreds of people were accommodated in the meeting room and an overflow space had to be provided. Dozens of public speakers, most of whom are residents of the Studio City and Sherman Oaks neighborhoods in the City of Los Angeles, expressed concerns about increased aircraft noise experienced since the FAA's March 2017 NextGen implementation in the Southern California Metroplex.

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As such, the Authority has consulted with the affected community and makes this request that the proposed OROSZ and SLAPP RNAV amendments not be approved until the FAA analyzes the feasibility of dispersal headings or other lateral track variations to address community noise concerns. Thank you for your attention to this important matter.

Very truly yours,

Zareh Sinanyan
President

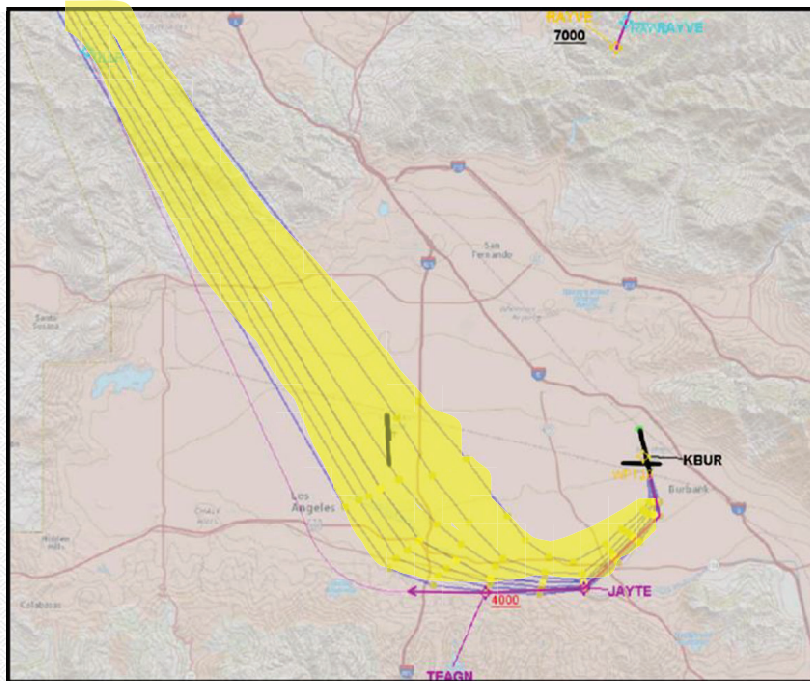
cc: FAA Operations Support Group, C/O Public Comments
The Honorable Adam Schiff, Member of Congress, California District 28
The Honorable Brad Sherman, Member of Congress, California District 30
The Honorable Eric Garcetti, Mayor, City of Los Angeles
The Honorable Paul Kerkorian, Council Member, City of Los Angeles
The Honorable Emily Gable-Luddy, Mayor, City of Burbank
Commission Members, Burbank-Glendale-Pasadena Airport Authority

BENEFITS OF THE SETTLEMENT PROCEDURES

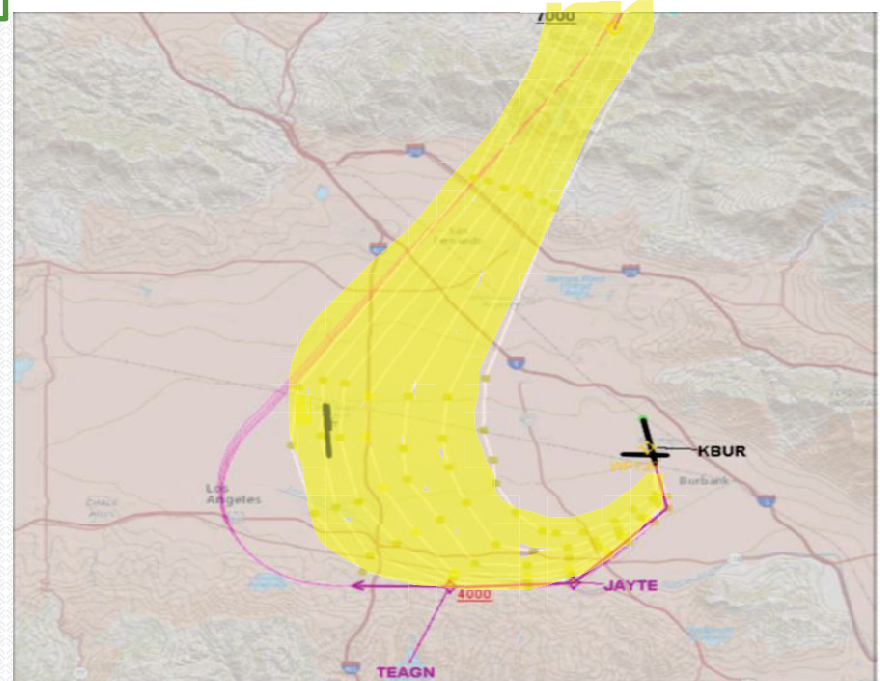


- SEC. 175. ADDRESSING COMMUNITY NOISE CONCERNS.
- When ... amending an existing procedure ...” the FAA “... shall consider the feasibility of dispersal headings or other lateral track variations to address community noise concerns, if— (1) the affected airport operator, in consultation with the affected community, submits a request to the Administrator for such a consideration; (2) the airport operator’s request would not, in the judgment of the Administrator, conflict with the safe and efficient operation of the national airspace system; and (3) the effect of a modified departure procedure would not significantly increase noise over noise sensitive areas, as determined by the Administrator.

BENEFITS OF THE SETTLEMENT PROCEDURES



OROSZ THREE



SLAPP TWO

Both of the Settlement Procedures provide for dispersal headings that will spread out the air traffic as it departs from BUR on Runway 15. Thus, BGPAA request for Sec. 175 routes is fulfilled.

BENEFITS OF THE SETTLEMENT PROCEDURES



REQUESTS OF UPROARLA AND DAN FEGER

BENEFITS OF SETTLEMENT PROCEDURES






At the September 11, 2019, Task Force meeting, UproarLA presented measures that they believed would assist in mitigating noise.



Operation **TWIST** INTERIM MEASURES



-  1: Ask FAA to conform to already-existing FAA policy of establishing minimum vectoring altitude ("MVA") using 1000' above obstacles for non-mountainous areas (vs 2000' for mountainous areas) and revise the MVA chart as necessary.
-  2: Ask ATC to expedite delivery of vectors as soon as the aircraft reaches the revised MVA.
-  3: Ask ATC to instruct aircraft to immediately execute the turn to the west as soon as the radar vectors are provided.

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BENEFITS OF THE SETTLEMENT PROCEDURES



■ UproarLA/Dan Feger:

- 1: Ask FAA to conform to already-existing FAA policy of establishing minimum vectoring altitude (“MVA”) using 1000’ above obstacles for non-mountainous areas (vs 2000’ for mountainous areas) and revise the MVA chart as necessary.
- 2: Ask ATC to expedite delivery of vectors as soon as the aircraft reaches the revised MVA.
- 3: Ask ATC to instruct aircraft to immediately execute the turn to the west as soon as the radar vectors are provided.
- 4: Ask the FAA to issue a NOTAM to initiate the turn from the 210° heading as soon as physically possible with the objective to be able to turn to the west before crossing the 101 freeway.

■ Settlement Procedures:

- (1) a climb to ~1,000 feet AGL on the RNAV route,
- (2) then a climbing right turn to a heading of the controller’s choice,
- (3) followed by a direct to [OROSZ or SLAPP] leg at the controller’s discretion.

BENEFITS OF SETTLEMENT PROCEDURES






Dan Feger's plan as presented at the September 11, 2019, Task Force meeting:



Operation **TWIST** INTERIM MEASURES (CONT'D)



-  4: Ask the FAA to issue a NOTAM to initiate the turn from the 210° heading as soon as physically possible with the objective to be able to turn to the west before crossing the 101 freeway.
-  5: Ask the FAA to issue a NOTAM to establish a higher minimum climb rate to reach the revised MVA sooner.
-  6: Ask the airlines to use a higher climb rate to ascend to the revised MVA as soon as physically possible with the objective to be able to turn to the west before crossing the 101 freeway.



BENEFITS OF SETTLEMENT PROCEDURES



- UproarLA/Dan Feger:

- 5: Ask the FAA to issue a NOTAM to establish a higher minimum climb rate to reach the revised MVA sooner.
- 6: Ask the airlines to use a higher climb rate to ascend to the revised MVA as soon as physically possible with the objective to be able to turn to the west before crossing the 101 freeway.

- Settlement Procedures:

- (1) For both OROSZ and SLAPP, a minimum climb of 460' per NM to 2500.
- (2) Compared to current minimum climb rate of 340' per NM to 2100.

SUMMARY



- Are the Settlement Procedures the perfect solution? No.
 - Does not address issues of departures from Van Nuys.
 - JAYTE is south of the 101/134 freeway.
- But, it is better than what is currently being used *and* the FAA has been working on it for several years now.
- Only obstacle to the implementation of these procedures is the environmental assessment. Had the FAA used a categorical exclusion, these procedures would have been implemented by now and the residents would be experiencing less aircraft noise than they are currently are.

SUMMARY AND QUESTIONS



This Presentation and the publicly available documents mentioned in this presentation are available online at:
<http://leechtishman.com/burbank-airport-benedict-hills>

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