

APPENDIX B
SCOPING REPORT

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BOB HOPE "HOLLYWOOD BURBANK" AIRPORT
PROPOSED REPLACEMENT TERMINAL PROJECT
ENVIRONMENTAL IMPACT STATEMENT
AGENCY AND PUBLIC SCOPING

SCOPING REPORT

A. SCOPING PROCESS

1. Overview of the Scoping Process

The Federal Aviation Administration (FAA) published a Notice of Intent in the *Federal Register* on December 18, 2018, that announced its intention to prepare this Environmental Impact Statement (EIS) for the construction and operation of a replacement passenger terminal and ancillary improvements **(Proposed Action) at the Bob Hope "Hollywood Burbank" Airport (Airport)**. According to FAA Order 1050.1F, paragraph 7-1.2(c), scoping is a required part of the EIS process. See also 40 CFR § 1501.7.

The FAA held two scoping meetings as part of the public involvement effort. One was a scoping meeting for agencies, and one was for the general public. Comments were accepted at each scoping meeting. In addition, agencies and individuals had the opportunity to submit written comments to the FAA by March 1, 2019.

2. Published Notices / Affidavits

Notices informing the public about the scoping process and the public scoping meeting were published in local newspapers. A copy of each public notice and an affidavit of that public notice are provided on the following pages.

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Public Notice

Publication Date: 01/16/2019

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PETS OF THE DAY

Cancel your Netflix subscription. Tiger and Sharkie are all the entertainment you'll need.

Looking for a love story? Bonded for life, these 5-year-old pit bull/terrier mixes are devoted to each other. Tiger is the more extroverted of the two. Sharkie is a bit shy, but he warms up quickly. They're affectionate lap dogs, and they love being with people. How about an action movie?

They're a couple of sweet knuckleheads who love to play. Their favorite game is "competitive fetching," where they race each other to retrieve a toy — referably a soft, squeaky doll.

The resulting tug-of-war battle usually ends with Tiger claiming his prize and



sneaking away to chew on it. Consequently, Sharkie will return to your side for consolation petting and treats. We suspect he loses on purpose.

Tiger and Sharkie have a lot of energy and need daily exercise, so they make good walking partners.

What about a buddy film?

They're great with respectful kids, but not small children. An adult-only

environment is preferred. They might get along with other dogs, but not cats. However, a meet-and-greet is a must.

Whatever you're in the mood for, we know you're gonna give this delightful duo two thumbs up.

Adopt Tiger, A059458, and Sharkie, A059459.

To view pets, visit *the vbas.org*.

The Burbank Animal Shelter is located at 1150 N. Victory Place. Call (818) 238-3340. Open 10 a.m. to 5 p.m. Tuesday through Saturday; 11 a.m. to 3 p.m. Sundays. Closed major holidays.

Adoption fees: dogs, \$125/\$90; cats, \$85/\$50; bunnies, \$30. Prices include spaying or neutering, vaccinations and microchip. Lower prices apply to previously altered animals.

Calendar

Highlights from around town

JAN. 23

The Verdugo-Glen chapter of the American Business Women's Assn. will meet at 6:45 p.m. at the VFW #8310, 1006 N. Magnolia Blvd., Burbank. The speaker will be Tony Watson from Robert Hall & Associates. Cost is \$20, which includes dinner. For more information, visit *abwa-verdugoglen.org*.

ONGOING WEDNESDAY

The Burbank Sunrise Kiwanis Club meets at 7 a.m. at DeBell Clubhouse, 1500 E. Walnut Ave., Burbank. Information: call (818) 846-6686.

The Thrift Shop operated by La Providencia Guild of Children's Hospital Los Angeles offers a special shopping day for those 55 or older from 10 a.m. to 4 p.m. every Wednesday at the Children's Hospital Thrift Shop, 3301 W. Burbank Blvd., Burbank. All merchandise, including gently worn clothing, household items and books, will be discounted 10% for seniors but some exclusions might apply. Hours are 10 a.m. to 4

p.m. Tuesday through Saturday. All items have been donated and sales benefit the hospital. For more information, call (818) 845-6606.

Burbank Parks and Recreation presents a Tai Chi chuan class from 10 to 11:15 a.m. at Verdugo Park, 3201 W. Verdugo Ave. Tuition is \$75 for nine classes. For more information, call (818) 238-5390.

The Burbank Noon Kiwanis Club meets from noon to 1:30 p.m. at the Burbank YMCA, 321 E. Magnolia Blvd., Burbank. For more information, contact Harvey Branman at (818) 954-9294.

Burbank Toastmasters, an organization dedicated to improving public speaking skills and confidence, meets at noon at the Burbank Chamber of Commerce, 200 W. Magnolia Blvd. Guests welcomed. For information visit *burbanktoastmaster.org*.

Community yoga classes are held from 12:30 to 1:30 p.m. at the Center for Integrative Medicine, 181 S.

FYI

To have your event considered for print publication, email a brief description — including the location, venue, date and time, price, point of contact and, if available, a link — to *burbankleader@latimes.com*.

Buena Vista St., 2nd floor. Classes are \$10. Call (818) 748-4701 for information.

Thorburn Chiropractic and Wellness Center presents a free workshop from 6:30 to 7:30 p.m. the second and fourth Wednesday of each month, at 1612 W. Burbank Blvd. For more information, call (818) 841-1313.

Burbank Art Assn. meets at 7 p.m. the third Wednesday of the month at the City Hall Annex, 301 E. Olive Ave., room 102. For more information, call (818) 848-1054.

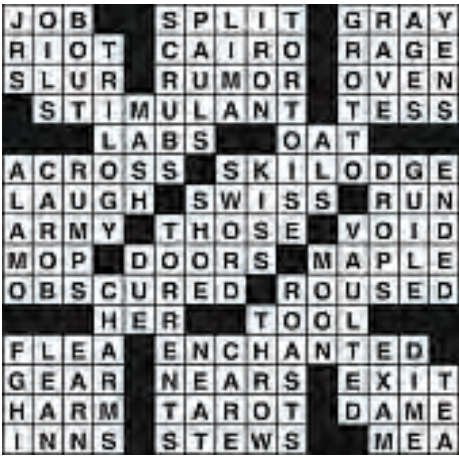
Glendale Bachelor 'n' Bachelorettes Square Dance Club hosts a brush-up square dance course for new graduates from 7 to 9 p.m. each Wednesday at Joslyn Adult Center, 1301 W. Olive Ave., Burbank. The cost

THE DAILY COMMUTER PUZZLE

By Jacqueline E. Mathews

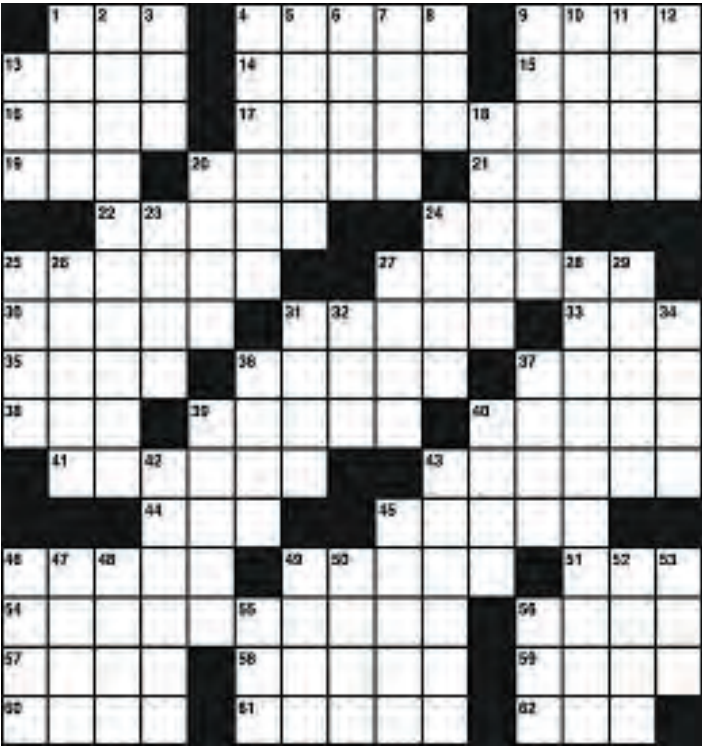
ACROSS

- 1 Soldiers, for short
- 4 Walks the floor
- 9 _ up; misbehaves
- 13 Clavicle or rib
- 14 Clay brick material
- 15 Ivory or Irish Spring
- 16 Fraternity letter
- 17 Unwieldy; hard to carry
- 19 TV crime drama series
- 20 Scrabble pieces
- 21 Felt miserable
- 22 Climb onto
- 24 Prefix for obey or own
- 25 With hands on hips
- 27 Retiree
- 30 Mumbai's nation
- 31 Pleasantly warm
- 33 Peach stone
- 35 Veal or venison
- 36 Old Roman robes



Answer to previous puzzle

- 37 Mr. Arnaz
- 38 Took a chair
- 39 Marrying man
- 40 Gave a pink slip to
- 41 Wheeler-; shrewd
- 43 Polite person's word
- 44 Edison's initials
- 45 Rump _; cut of beef
- 46 Got on one's feet
- 49 Smell bad
- 51 Anger
- 54 "Alice in _"
- 56 Deafening



is \$6 per person. For more information, call (818) 846-8848.

Burbank Park, Recreation and Community Services Department sponsors Pilates class from 7:30 to 8:15 p.m. at Verdugo Park, 3201 W. Verdugo Ave. Cost is \$50. For more information, call

(818) 238-5390.

The Burbank Investment Club meets at 8 p.m. the second Wednesday of the month at various locations. For more information, call (818) 720-5990.

THURSDAY Alcoholics Anonymous meets at 6 a.m. at Unity

- 57 Not up yet
- 58 Trigger or Mister Ed
- 59 Traveler's stopovers
- 60 Clutter
- 61 Furry swimmer
- 62 Suffix for baron or govern

DOWN

- 1 _ away; departs
- 2 Frighten
- 3 Caspian or Caribbean
- 4 Actor Al _
- 5 Grown-up
- 6 "O _," All Ye Faithful"
- 7 Flows back
- 8 Observe
- 9 St. Francis' home
- 10 As _ as a cucumber
- 11 Subdue
- 12 Drove too fast
- 13 UK TV network
- 18 Weather forecast
- 20 Largest brass instrument
- 23 Leave out
- 24 Carter & Clinton: abbr.
- 25 Objectives
- 26 Bread recipe verb
- 27 Close angrily
- 28 Surgeries
- 29 Gets up
- 31 Ill-mannered slob
- 32 Not long _; recently
- 34 Laundry soap brand
- 36 Sequoia or spruce
- 37 Passes away
- 39 Opening in a forest
- 40 Criticism; opposition
- 42 Not on good terms; disagreeing
- 43 Think deeply
- 45 Wash off soapsuds
- 46 Crossed the pool
- 47 " _ or not to be..."
- 48 Small bills
- 49 Job opening
- 50 Small fruit pie
- 52 Hightails it
- 53 Koch & Bradley
- 55 Letter from Greece
- 56 Commit perjury

Tribune Media Services

Church of Burbank, 637 S. Victory Blvd. For more information, call (818) 567-4200.

English as a Second Language classes at 9:30 a.m. every Thursday at the Don Tuttle Center, 1731 N. Ontario St., Burbank. Call (818) 238-5367.

Paid Advertisement

Notice of Public Scoping Workshop
Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project Environmental Impact Statement
Burbank, California

The Federal Aviation Administration is preparing an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport. The Burbank-Glendale-Pasadena Airport Authority (Authority), the owner of the Airport, proposes the following elements of the proposed replacement terminal project (collectively, the Proposed Action): a replacement passenger terminal, an aircraft parking apron, an employee automobile parking lot, a public automobile parking structure, a new passenger terminal access road, a replacement airline cargo building, a replacement Aircraft Rescue and Firefighting station, a ground-service equipment (GSE) and passenger terminal maintenance building, a central utility plant, ground access vehicle storage and staging; the extension of Taxiway A and Taxiway C; the realignment of the Airport service road and Avenue A; and the demolition of the existing passenger terminal, the commercial aircraft ramp and adjacent taxilanes, the parking booth, the employee parking lot, Parking Lots A, B, and E, the existing public parking structure, the tenant lease area, the airline cargo and GSE maintenance building and associated pavement, and the shuttle bus dispatch office and staging area.

Pursuant to the requirements of the National Environmental Policy Act (NEPA) and FAA Order 1050.1F, an EIS will be prepared for this Proposed Action. The EIS will describe the Proposed Action and the impacts associated with the implementation of the Proposed Action. The FAA is holding a public scoping workshop for the public to provide input regarding the issues discussed in the EIS. This public scoping workshop will not describe the potential design of the replacement passenger terminal and associated projects; but rather, the EIS will focus on the general characteristics of the Proposed Action and its potential environmental effects.

Together with a scoping meeting for regulatory agencies, these meetings will constitute the scoping process for the EIS. The public scoping workshop will be held at the following time and place:

Tuesday, January 29, 2019, 6:00 PM – 8:00 PM PST
Buena Vista Library, 300 N. Buena Vista Street, Burbank, California 91505

Written comments must be postmarked by Friday, March 1, 2019, and sent to:

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245



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Aviso Legales Fictitious Name

FICTITIOUS BUSINESS NAME STATEMENT #2018305958

The following person is doing business as:

TILTEDTULIP FLOWER DELIVERY
1438 Wright St. #2
Los Angeles, CA 90015
(LA COUNTY)

Beverly Y. Gonzalez
1438 Wright St. #2
Los Angeles, CA 90015

This business is conducted by: **An Individual.**

The registrant has not commenced to transact business under the fictitious business names listed herein.

SIGNED: Beverly Y. Gonzalez (owner)
This statement was filed with the County Clerk of Los Angeles County on: **12/10/18**

NOTICE: THIS FICTITIOUS BUSINESS NAME STATEMENT EXPIRES FIVE YEARS FROM DATE IT WAS FILED IN THE OFFICE OF THE COUNTY CLERK. A NEW FICTITIOUS BUSINESS NAME STATEMENT MUST BE FILED PRIOR TO THAT DATE. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the rights of another under federal, state, or common law (See section 14411 et seq., Business and Professions Code.
Pub: 01/09, 01/16, 01/23, 01/30/2019

FICTITIOUS BUSINESS NAME STATEMENT #2019005454

The following person is doing business as:

ROCKO INDUSTRIES WELD & GRIND
11809 Slauson Ave. STE L
Santa Fe Springs, CA 90670
(LA COUNTY)

Ricardo Guzman Villanueva
212 W. 83RD ST.
Los Angeles, CA 90003

This business is conducted by: **An Individual.**

The registrant has commenced to transact business under the fictitious business names listed herein, on 7/2018

SIGNED: Ricardo Guzman Villanueva (owner)

This statement was filed with the County Clerk of Los Angeles County on: **01/08/2019**

NOTICE: THIS FICTITIOUS BUSINESS NAME STATEMENT EXPIRES FIVE YEARS FROM DATE IT WAS FILED IN THE OFFICE OF THE COUNTY CLERK. A NEW FICTITIOUS BUSINESS NAME STATEMENT MUST BE FILED PRIOR TO THAT DATE. The filing of this statement does not of itself authorize

Avisos Legales Fictitious Name

the use in this state of a fictitious business name in violation of the rights of another under federal, state, or common law (See section 14411 et seq., Business and Professions Code.
Pub: 01/09, 01/16, 01/23, 01/30/2019

Avisos Legales

AVISO DE ELECCION

Se pone en conocimiento del público que una Elección Especial se llevará a cabo el 12 de marzo de 2019 en el Tercer Distrito de Supervisores de la Junta de Supervisores del Condado de Orange para llenar la vacante en el cargo de Supervisor del Tercer Distrito de dicho distrito ocasionado por la renuncia al cargo de Todd Spitzer.

Documentos de nominación para candidatos pueden ser obtenidos en la oficina del Registrador de Votadores/Registro Electoral a partir del 9 de enero de 2019, y deberán ser presentados en esa oficina para la fecha límite del 28 de enero de 2019, 5:00 p.m. Para calificar para el cargo de Supervisor del Tercer Distrito, el candidato debe ser un votante registrado en el distrito que él/ella busca representar por lo menos 30 días inmediatamente anteriores a la fecha límite para presentar los documentos de nominación para el cargo.

Se notifica que las casillas electorales de dicha elección estarán abiertas de 7:00 a.m. hasta las 8:00 p.m. Todas las boletas sufragadas de dicha elección serán contadas en la sede central de la oficina del Registrador de Votadores/Registro Electoral, 1300-C South Grand Avenue, Santa Ana.

Se notifica que el conteo manual de ciertos distritos comenzará el 13 de marzo de 2019 en la oficina del Registrador de Votadores/Registro Electoral, 1300-C South Grand Avenue, Santa Ana.

Se notifica que el conteo manual de ciertos distritos comenzará el 13 de marzo de 2019 en la oficina del Registrador de Votadores/Registro Electoral, 1300-C South Grand Avenue, Santa Ana.

Fecha este 8 de enero de 2019.

Neal Kelley
Secretario del Registro Electoral
1/16/19
CNS-3211292# LA OPINION



Bienes Raíces

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3 recámaras, 1 baño, cuarto familiar, garaje doble, entrada nueva, pintada, tuberías de cobre. Cerca de escuela.
•LLAME AHORA! 310-419-7900

Aptos. de Renta

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9719 Elizabeth Ave. #C Cerca de Tweedy Blvd. 310-202-1938

DOWNEY
Apartamento de **RECÁMARA Y 1 BAÑO.**
\$1,200 al mes. Con alberca, todo cercado y remodelado.
9242 Telegraph Rd. 323-573-6848

HUNTINGTON PARK
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N. INGLEWOOD
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MORLIN ASSET MANAGEMENT, LP, a Delaware Limited Partnership as Agent for the JOINT MANAGEMENT COUNCIL, an unincorporated association, will receive qualifications packages from general contractors wishing to become pre-qualified for an available bidding opportunity at Los Angeles Union Station. It is the intent of this Joint Management Council to select a firm that will provide construction services at Los Angeles Union Station at the best overall value. In order to be fully considered for prequalification and subsequent bidding opportunities, please proceed to the RFQ questionnaire at: <https://goo.gl/forms/SlzhcYc5lpMJ1iQ42>. Completed forms are due on or before close of business by **February 18, 2019**. Submissions received after 5:00pm on **February 18, 2019** will be rejected.

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Color azul, 99K millas, luce bien y corre excelente, A/C, puertas y seguros eléctricos. Bajo precio a \$3,350 OMO. Llame en inglés **626-215-9858. Gracias.**

Clasificados!
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Avisos Legales



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Avisos Legales

Aviso de taller de alcance público
Aeropuerto Bob Hope "Hollywood Burbank"
Declaración de impacto ambiental del proyecto de la terminal para el reemplazo propuesto Burbank, California

La Administración Federal de Aviación está preparando una declaración de impacto ambiental (EIS) para el proyecto de terminal de recambio propuesto en el aeropuerto Bob Hope "Hollywood Burbank". Burbank-Glendale-Pasadena Airport Authority (la Autoridad), el dueño del aeropuerto, propone los siguientes elementos de proyecto de la terminal para el reemplazo propuesto (colectivamente, la Acción Propuesta): construcción de una terminal de pasajeros de reemplazo, construcción de una plataforma de estacionamiento de aeronaves de 413,000 pies cuadrados, construcción de una estructura del estacionamiento público para los automóviles, construcción de una nueva carretera de acceso a la terminal para los pasajeros, reordenación de Avenue A, construcción de un edificio de carga aérea de reemplazo, construcción de una estación de bomberos y de rescate aéreo de reemplazo (ARFF), construcción de un edificio de mantenimiento en la terminal de pasajeros y maquinaria de servicios de tierra (GSE), construcción de una planta central de servicios públicos, construcción de almacenamiento y escenario de vehículos de transporte, ampliación de las pistas A y C, reordenación de la carretera de servicio del aeropuerto, demolición de la terminal de pasajeros, eliminación de rampa de aviones comerciales y carriles de pistas adyacentes, eliminación de puesto de estacionamiento, eliminación del estacionamiento para empleados, eliminación de los estacionamientos A, B y E, eliminación de la estructura de estacionamiento público, eliminación de la zona de arrendamiento para inquilinos, demolición de la carga aérea y del edificio de mantenimiento de GSE y el pavimento asociado, y demolición de la zona y oficina del autobús lanzadera

En virtud de los requisitos de la ley de política ambiental nacional (NEPA) y de la orden número 1050.1F de la FAA, se va a preparar una declaración de impacto ambiental (EIS) para esta acción propuesta. La declaración de impacto ambiental va a describir la acción propuesta y los efectos asociados con la aplicación de la acción propuesta. La FAA va a celebrar un taller de alcance público, para que las personas proporcionen sus opiniones en cuanto a las cuestiones debatidas en la declaración de impacto ambiental. Este taller de alcance público no va a describir el posible diseño de la terminal de pasajeros de reemplazo de los proyectos asociados con la misma; más bien, la declaración de impacto ambiental va a enfocarse en las características generales de la acción propuesta y sus posibles efectos ambientales.

Junto a la reunión de alcance con las agencias reguladoras, tales reuniones van a constituir el proceso de alcance para la declaración de impacto ambiental. El taller de alcance público se celebrará en la siguiente fecha y lugar:

Martes, 29 de enero de 2019, a las 6:00 de la tarde a las 8:00 de la noche, PST Biblioteca Buena Vista, 300 N. Buena Vista Street, Burbank, California 91505

Los comentarios por escrito deben ser matasellados, a más tardar, el viernes 1 de marzo de 2019 y enviados a:

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
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PROOF OF PUBLICATION (2015.5 C.C.P.)

STATE OF CALIFORNIA County of Los Angeles

I am a citizen of the United States, and a resident of the county aforesaid. I am over the age of eighteen years and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of PASADENA STAR-NEWS, a newspaper of general circulation for the City of Pasadena, by the Superior Court of the County of Los Angeles, State of California, on the date of June 22, 1927, Case Number 225647. The notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

01/16/2019

I declare under the penalty of perjury that the foregoing is true and correct.

Executed at Monrovia, LA Co. California
On this 17th day of January, 2019.



Signature

(Space below for use of County Clerk Only)

Legal No. **0011223489**

**Notice of Public Scoping Workshop
Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project
Environmental Impact Statement
Burbank, California**

The Federal Aviation Administration is preparing an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport. The Burbank-Glendale-Pasadena Airport Authority (Authority), the owner of the Airport, proposes the following elements of the proposed replacement terminal project (collectively, the Proposed Action): a replacement passenger terminal, an aircraft parking apron, an employee automobile parking lot, a public automobile parking structure, a new passenger terminal access road, a replacement airline cargo building, a replacement Aircraft Rescue and Firefighting station, a ground-service equipment (GSE) and passenger terminal maintenance building, a central utility plant, ground access vehicle storage and staging; the extension of Taxiway A and Taxiway C; the realignment of the Airport service road and Avenue A; and the demolition of the existing passenger terminal, the commercial aircraft ramp and adjacent taxilanes, the parking booth, the employee parking lot, Parking Lots A, B, and E, the existing public parking structure, the tenant lease area, the airline cargo and GSE maintenance building and associated pavement, and the shuttle bus dispatch office and staging area.

Pursuant to the requirements of the National Environmental Policy Act (NEPA) and FAA Order 1050.1F, an EIS will be prepared for this Proposed Action. The EIS will describe the Proposed Action and the impacts associated with the implementation of the Proposed Action. The FAA is holding a public scoping workshop for the public to provide input regarding the issues discussed in the EIS. This public scoping workshop will not describe the potential design of the replacement passenger terminal and associated projects; but rather, the EIS will focus on the general characteristics of the Proposed Action and its potential environmental effects.

Together with a scoping meeting for regulatory agencies, these meetings will constitute the scoping process for the EIS. The public scoping workshop will be held at the following time and place:

Tuesday, January 29, 2019, 6:00 PM – 8:00 PM PST
Buena Vista Library, 300 N. Buena Vista Street,
Burbank, California 91505

Written comments must be postmarked by Friday, March 1, 2019, and sent to:

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-
600
777 S. Aviation Boulevard, Suite 150

[illegible]

Mr. David F. Cushing
Manager, Los Angeles Airport District Office, LAX-600
777 E. Aviation Boulevard, Suite 150
El Segundo, California 90245

B. AGENCY SCOPING

1. Agency Scoping Letter

The letter on the following page was sent to the following agencies:

Burbank Water and Power
 Burbank-Glendale-Pasadena Airport Authority
 California Air Resources Board
 California Office of Environmental Health Hazard Assessment
 California Department of Transportation
 California High Speed Rail Authority
 California Native American Heritage Commission
 California Office of Historic Preservation
 California State Water Resources Control Board
 City of Burbank Planning Division
 City of Burbank Public Works
 City of Burbank Traffic Division
 City of Los Angeles Department of Transportation
 City of Los Angeles Planning and Zoning
 Gabrieleno Band of Mission Indians – Kizh Nation
 Gabrieleno-Tongva San Gabriel Band of Mission Indians
 Gabrielino-Tongva Indians of California Tribal Council
 Gabrielino-Tongva Nation
 Gabrielino-Tongva Tribe
 Los Angeles County Airport Land Use Commission
 Los Angeles County Flood Control District
 Los Angeles County Metropolitan Transportation Authority
 Los Angeles Regional Water Quality Control Board
 South Coast Air Quality Management District
 Southern California Association of Governments
 South California Regional Rail Authority
 U.S. Army Corps of Engineers
 U.S. Environmental Protection Agency
 U.S. Fish and Wildlife Service



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

777 S. Aviation Blvd., Suite #150
El Segundo, CA 90245

Agency Address

January 9, 2019

Re: Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport, Burbank, Los Angeles County, California
Environmental Impact Statement (EIS) Scoping Meeting

Dear Sir/Madam:

The Federal Aviation Administration (FAA) intends to prepare an Environmental Impact Statement (EIS) to identify potential environmental impacts associated with the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport (BUR). A Notice of Intent to prepare the EIS appeared in the December 18, 2018 issue of the *Federal Register*.

The EIS will investigate actions proposed by the Burbank-Glendale-Pasadena Airport Authority (Authority), the sponsor of BUR, including the construction of the following: a replacement passenger terminal, an aircraft parking apron, an employee automobile parking lot, a public automobile parking structure, a new passenger terminal access road, a replacement airline cargo building, a replacement Aircraft Rescue and Firefighting station, a ground-service equipment (GSE) and passenger terminal maintenance building, a central utility plant, ground access vehicle storage and staging; the extension of Taxiway A and Taxiway C; the realignment of the Airport service road and Avenue A; and the demolition of the existing passenger terminal, the commercial aircraft ramp and adjacent taxilanes, the parking booth, the employee parking lot, Parking Lots A, B, and E, the existing public parking structure, the tenant lease area, the airline cargo and GSE maintenance building and associated pavement, and the shuttle bus dispatch office and staging area.

The FAA formally invites your agency to participate in an agency scoping meeting to be held January 29, 2019 at 1:00pm PST at the Buena Vista Branch Library at 300 North Buena Vista Street, Burbank, California 91505. If you are unable to attend the scoping meeting, please submit written comments not later than 5:00pm PST on Friday, March 1, 2019 to:

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Should you have any questions regarding the EIS scoping process, please call me at 602.792.1066.

Sincerely,

Dee Phan
Environmental Protection Specialist

2. Agency Scoping Meeting

The agency scoping meeting occurred on Tuesday, January 29, 2019, from 1:00pm PST to 2:00pm PST at the Buena Vista Library (300 North Buena Vista Street, Burbank CA 91505). The format of the agency scoping meeting was a presentation followed by an opportunity for agencies to ask questions and provide comments. An agency scoping meeting package was provided to each agency that attended. The sign-in sheet from the agency scoping meeting, the agency scoping meeting package, and the agency scoping meeting presentation are provided on the following pages.



Project: Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project EIS
Meeting: Governmental Agency Scoping Meeting
Date: January 29, 2019

	Agency	Attendee	Phone	Email Address
1	Burbank Airport	Mark Hardyman	818 565-1325	mhardyman@burbank.org
2	Michelle Boehm CAHSR	Michelle Boehm	213 308 4507	michelle.boehm@hsr.ca.gov
3	BGPAA	Patrick Lammending	818 840-8840	plammending@burbank.org
4	Burbank City Council	Sharon Springer	818 238 5751	Springer@burbankCA.gov
5	Smoe McFarland City of BB		818 238 5202	SmcFarland@burbankCA.gov ✓
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Phone: (818) 238-5202
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email: smcfarland@burbankca.gov

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CITY OF BURBANK
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28TH DISTRICT, CALIFORNIA

MIKE AGUILERA
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CONGRESSMAN TONY CÁRDENAS
29th DISTRICT, CALIFORNIA

LEA GONZALEZ
FIELD REPRESENTATIVE

*Send
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the
PFA
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HIGH-SPEED RAIL:
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ENVIRONMENTAL IMPACT STATEMENT (EIS)
FOR THE
PROPOSED REPLACEMENT TERMINAL PROJECT
AT
BOB HOPE "HOLLYWOOD BURBANK" AIRPORT

Government Agency Scoping Meeting Information Package

January 29, 2019

Buena Vista Branch Library
300 North Buena Vista Street
Burbank, California 91505

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1.1 INTRODUCTION

The purpose of this agency scoping meeting package is to provide information to and solicit early comments from federal, state, and local agencies regarding the **Bob Hope "Hollywood Burbank" Airport Environmental Impact Statement (EIS)**. As a requirement of Federal Aviation Administration (FAA) Orders 1050.1F, *Environmental Impacts: Policies and Procedures*, and 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, a scoping process must be conducted to provide the opportunity for public and agency participation during the preparation of an EIS. Guidelines for conducting such scoping processes are contained with the CEQ Regulations, 40 C.F.R. § **1501.7, which states that "there shall be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action. This process shall be termed scoping."** In an effort to aid participation in the scoping process this agency scoping package has been prepared to help all scoping participants to understand the Proposed Action and the NEPA process.

1.1.1 Project Background

The Burbank-Glendale-Pasadena Airport Authority (Authority or Airport Sponsor) owns and operates the Airport. The FAA and the Authority have discussed the need for a replacement passenger terminal building since January 1980 because its location did not comply with FAA standards. Since 1981, the FAA and the Authority have prepared several planning and environmental documents to determine the specific location for a replacement passenger terminal that would meet those standards. These documents include a 1981 Draft Airport Master Plan Update prepared by the Authority, a 1984 Final EIS/Environmental Impact Report (EIS/EIR) jointly prepared by the FAA and the Authority, a 1987 Draft EIS/EIR jointly prepared by the FAA and the Authority, a 1993 Final EIR prepared by the Authority, and a 1995 Final EIS prepared by the FAA. Although these documents were completed, development of the replacement passenger terminal was not pursued for various reasons.

In 2001, City of Burbank Ordinance No. 3541 was adopted to include a provision stating that any City approval or discretionary act, or agreement between the City and Authority related to the relocation or expansion of the Airport passenger terminal would require voter approval at a City election.¹ This change in the Burbank Municipal Code is commonly referred to as Measure B.

¹ City. (2001). Municipal Code, 2-3-112: *Airport Agreements*. Retrieved, October 2018, from City of Burbank: <https://www.codepublishing.com/CA/Burbank/?burbankcr.html&?f>.

In 2015, the Authority and the City of Burbank developed a Conceptual Term Sheet² for a replacement passenger terminal that stipulated the following:

- » The Authority would receive a vested right to build a replacement passenger terminal on an airport-zoned property, including the proposed former Lockheed B-6 Plant site.
- » The City of Burbank would receive certain governance protections to be created and documented in a Joint Power Agreement (JPA) governing the Authority.
- » A California Environmental Quality Act (CEQA) analysis must be completed by the Authority for the replacement passenger terminal.

The Authority prepared an EIR for the replacement terminal project to comply with the requirements of CEQA and the JPA and issued a Notice of Determination certifying the EIR in July 2016. City of Burbank citizens then voted on the replacement passenger terminal, as required by Measure B, in the November 2016 election.³ Measure B passed in favor of the replacement passenger terminal by roughly 70 percent.

With the passage of Measure B, the provisions contained in the JPA between the **Authority and the City of Burbank became effective. However, Measure B's passage** in favor replacing the passenger terminal building will not become effective until the completion of this EIS and a positive decision made by the FAA.

1.1.2 Purpose and Need

CEQ regulations for implementing the procedural provisions of NEPA state that the purpose and need for a proposed action "*shall briefly specify the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action.*"⁴ FAA Order 1050.1F, Paragraph 7-1.1(d) states that the purpose and need statement briefly describes the underlying purpose and need for the Federal action. *It presents the problem being addressed and describes what the FAA is trying to achieve with the proposed action. It provides the parameters for defining a reasonable range of alternatives to be considered.* The FAA developed this Purpose and Need statement to address FAA regulatory statutes and its mission, as well as the Airport Sponsor's goals and objectives.⁵

² City and Authority. (2015). City of Burbank and Burbank-Glendale-Pasadena Airport Authority, *Bob Hope Airport Replacement Terminal Conceptual Term Sheet*, December 16, 2015.

³ **The text for this measure is as follows:** "Shall Ordinance No. 16-3,882 be approved allowing no more than a 14-gate, 355,000 square foot replacement terminal and ancillary improvements to be built at the Bob Hope Airport meeting current safety, seismic standards and improving disabled access; demolishing the existing terminal; and modifying Adjacent Property easement and authorizing future agreements necessary to implement the project; in exchange for governance changes that provide Burbank a greater voice in the future of the airport?"

⁴ 40 C.F.R. § 1502.13.

⁵ FAA. (2006). *Federal Aviation Administration Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, Section 502, April 28, 2006.

The existing passenger terminal does not meet current FAA separation standards between a runway/taxiway centerline and a building. The existing passenger **terminal is located within the airport's designated object free areas and penetrates** the 14 C.F.R. Part 77 primary surfaces. The purpose of the Proposed Action is to provide a passenger terminal serving the Burbank market segment that meets all current FAA standards as well as the California Building Code (CBC) requirements. The Proposed Action, as described below, would further enhance airport safety at the Airport by meeting FAA standards consistent with the FAA Advisory Circular 150/5300-13A, Change 1, *Airport Design*, and the FAA's regulations on the *Safe, Efficient Use and Preservation of the Navigable Airspace*, described in, 14 C.F.R. Part 77. The proposed replacement passenger terminal would be properly separated from the runways and maintain adequate Runway Object Free Area (ROFA), Taxiway Object Free Area (TOFA) and Building Restriction Line (BRL) standards.

Table 1 and Exhibit 1 show how the existing passenger terminal does not meet current FAA ROFA, TOFA, and BRL design standards.

TABLE 1
FAA STANDARDS

FAA Standard	Standard	Existing Passenger Terminal from Runway 08-26 Centerline	Existing Passenger Terminal from Runway 15-33 Centerline
Runway Object Free Area (ROFA)	400 feet ^{/a/}	About 255 feet ^{/a/}	About 375 feet ^{/a/}
Building Restriction Line (BRL)	750 feet ^{/a/}	About 255 feet ^{/a/}	About 375 feet ^{/a/}
Taxilane Object Free Area (TOFA)	112.5 feet ^{/b/}	About 85 feet ^{/b/}	About 110 feet ^{/b/}

Notes: /a/ - Distance from runway centerline.

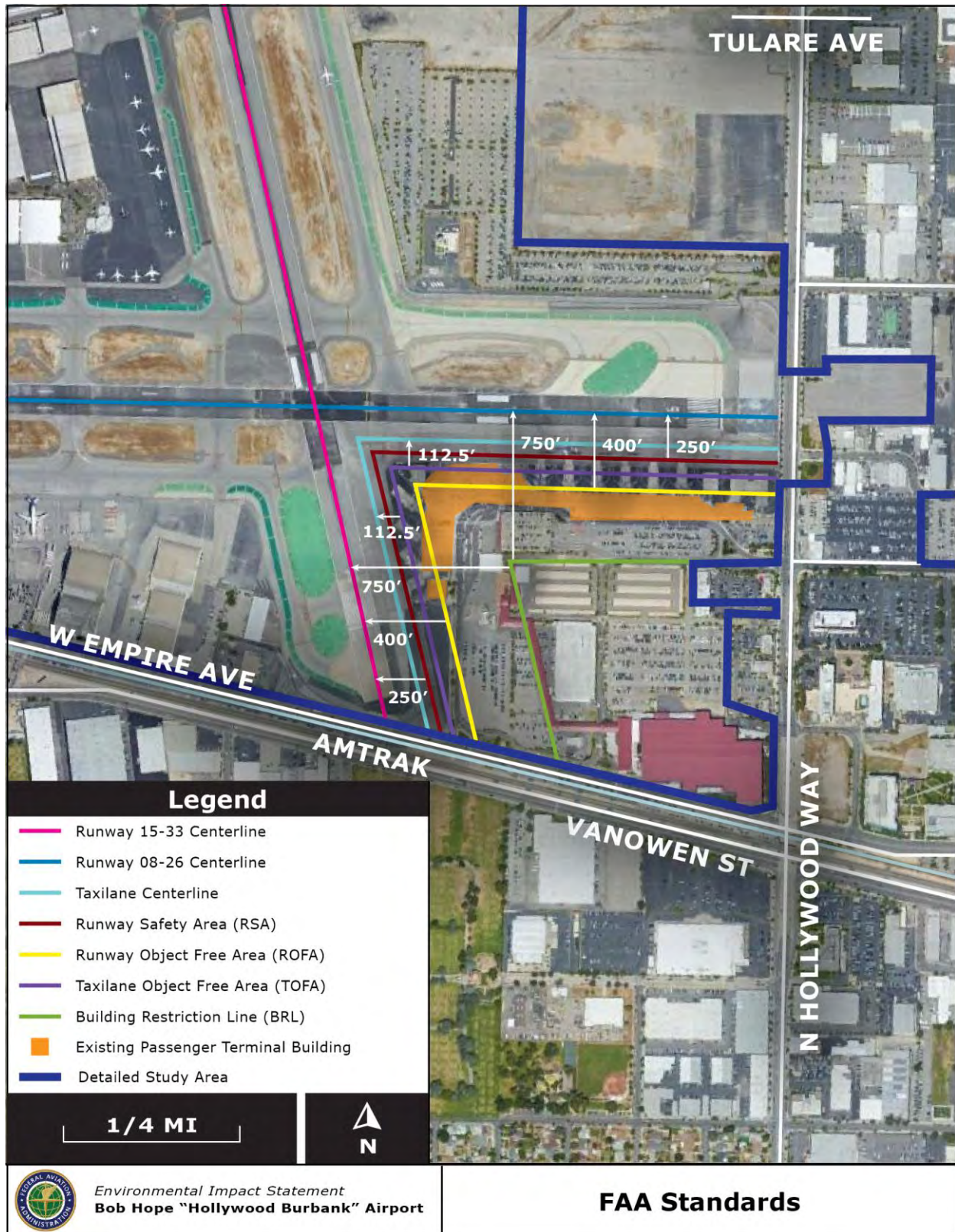
/b/ - Distance from taxilane centerline.

Source: FAA, 2014.

Title 14, C.F.R. Part 77 protects the navigable airspace by requiring the FAA to **receive "notice of any proposed construction or alteration of existing structures"** at an airport. The FAA conducts airspace studies of proposed development and determines if temporary and/or permanent structures (i.e., obstructions) pose a hazard to navigable airspace. Imaginary surfaces are established at each airport in relation to **that airport's runway approach category to protect the navigable** airspace. There are five types of imaginary surfaces as defined further in Title 14, C.F.R. Part 77; horizontal surface, conical surface, primary surface, approach

BOB HOPE "HOLLYWOOD BURBANK" AIRPORT
ENVIRONMENTAL IMPACT STATEMENT

EXHIBIT O
FAA STANDARDS

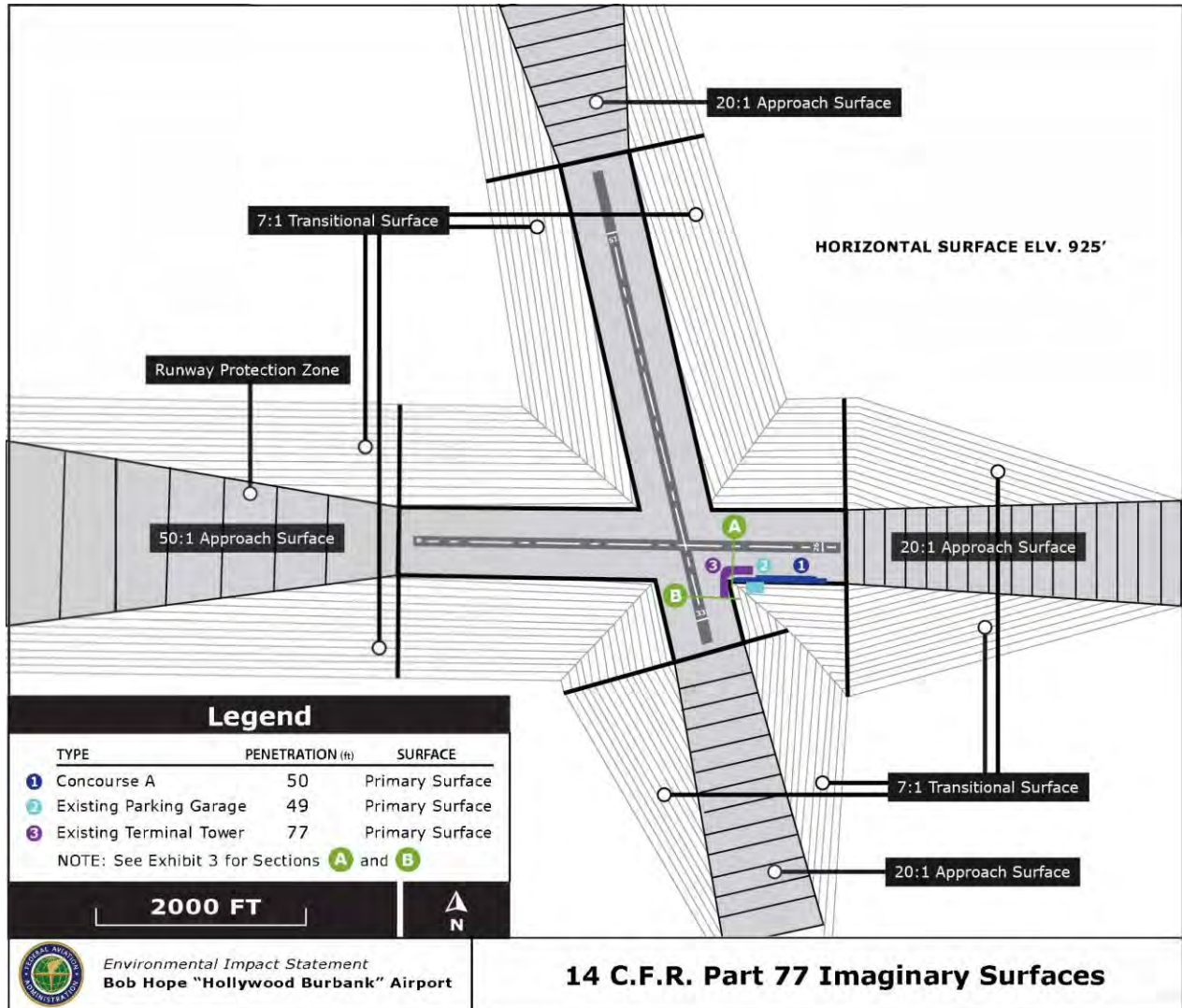


Sources: Authority, 2016; RS&H, 2018.

BOB HOPE "HOLLYWOOD BURBANK" AIRPORT
ENVIRONMENTAL IMPACT STATEMENT

surface, and transitional surface. The existing passenger terminal building and parking structure penetrate the primary and transition surfaces of 14 C.F.R. Part 77 (see Exhibits 2 and 3).

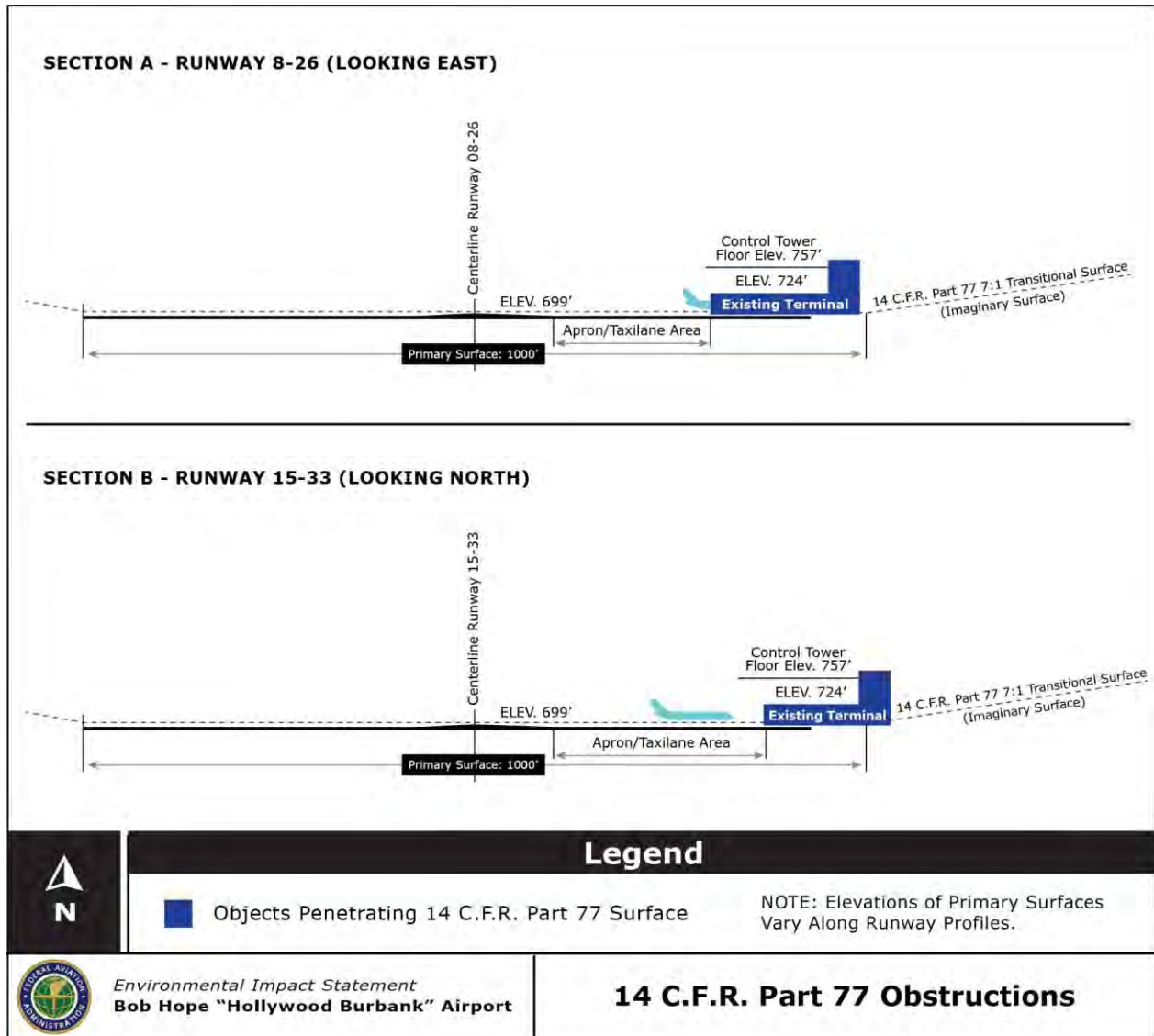
EXHIBIT 2
14 C.F.R. PART 77 IMAGINARY SURFACES



Source: FAA, 1995; RS&H, 2018.

BOB HOPE "HOLLYWOOD BURBANK" AIRPORT
ENVIRONMENTAL IMPACT STATEMENT

EXHIBIT 3
14 C.F.R. PART 77 OBSTRUCTIONS



Source: FAA, 1995; RS&H, 2018.

An additional safety concern is the amount of runway crossings an aircraft must make when taxiing to take-off on a runway or taxiing after landing to the passenger terminal at an airport. FAA standard practice is to reduce or limit the amount of runway crossings a taxiing aircraft must make because this reduces the opportunity for incursions on the airfield and maintains operational airfield capacity.⁶ To do so, the FAA recommends avoiding intersections in the middle third of runways, known as **"high energy" intersections, keeping runway crossings to the outer third of runways.** The location of the existing passenger terminal at the Airport limits the number of runway crossings for taxiing aircraft, in accordance with FAA practice. **Therefore, a replacement passenger terminal's location must also limit the number of runway crossings.**

While the FAA has determined the existing passenger terminal is safe to use, the existing passenger terminal is obsolete in terms of contemporary passenger terminal design and efficient utilization standards. The L-shaped, narrow configuration of the passenger terminal and its close proximity to the two runway systems at the Airport was developed as an expedient, temporary measure and not as part of a long-range master plan prepared to satisfy FAA requirements.⁷ The FAA recommends four terminal configuration options, as described in Advisory Circular 150/5360-13A, *Airport Terminal Planning*; linear, pier, satellite, and remote hardstand, or a hybrid option.⁸ These four terminal configuration options, or the hybrid option, are recommended by the FAA because they allow for the most operational efficiency. Moreover, the 1966-rebuilding of the passenger terminal does not meet the subsequent 1990 Americans with Disabilities Act standards or current seismic (earthquake) design requirements of the California Building Code (CBC).⁹ The existing passenger terminal contains non-ductile concrete and unreinforced masonry and although part the existing passenger terminal was subject to retrofit efforts to satisfy the City of Burbank Unreinforced Masonry Ordinance, the overall passenger terminal building does not meet the CBC requirements for seismic design.

Moreover, the proposed replacement passenger terminal and associated facilities would provide adequate space and facilities to meet the current passenger demand at the airport and the future anticipated increases in passengers. **The Authority's** specific objectives to meet the goal of modernizing the passenger terminal and to meet the expectations of the current and future travelling public are to:

⁶ FAA. (2014). Federal Aviation Administration Advisory Circular (AC) 150/5300-13A, Change 1, *Airport Design*. February 26, 2014.

⁷ FAA. (1995). *Land Acquisition and Replacement Terminal Project Final Environmental Impact Statement*, Volume 1, Section 2.2.1. September 1995.

⁸ FAA. (2018). Federal Aviation Administration Advisory Circular (AC) 150/5360-13A, *Airport Terminal Planning*. July 13, 2018.

⁹ ICC. (2016). 2016 California Building Code, § 2, Volume 2, Chapter 16, *Structural Design*, Section 1613, *Earthquake Loads*. Retrieved November 2018, from International Code Council: https://codes.iccsafe.org/content/chapter/1832/?site_type=public.

- » Build a replacement passenger terminal that meets Americans with Disabilities Act standards, as well as the latest seismic (earthquake) design requirements of California Building Code
- » Build a replacement passenger terminal that consolidates air facilities (including passenger, tenant, and Authority facilities) into a single passenger terminal building
- » Provide an energy-efficient passenger terminal with the same number of aircraft gates and the same number of public parking spaces for commercial passengers
- » Maintain intermodal connectivity between the replacement passenger terminal and the various fixed-rail and bus options located near the Airport

1.1.3 Proposed Action

The Proposed Action shown on Exhibits 4 and 5 includes the following project components:

- » Construction of a replacement passenger terminal
- » Construction of a 413,000-square-foot aircraft ramp
- » Construction of replacement employee automobile parking
- » Construction of a public automobile parking structure
- » Construction of a new passenger terminal access road
- » Realignment of Avenue A
- » Construction of replacement airline cargo building
- » Construction of replacement Aircraft Rescue and Firefighting (ARFF) station
- » Construction of a ground-service equipment (GSE) and passenger terminal maintenance building
- » Construction of a central utility plant
- » Construction of ground access vehicle storage and staging
- » Extension of Taxiway A and Taxiway C
- » Realignment of the Airport service road
- » Demolition of passenger terminal
- » Removal of commercial aircraft ramp and adjacent taxilanes
- » Removal of parking booth
- » Removal of employee parking lot
- » Removal of Parking Lot A
- » Removal of Parking Lot B
- » Removal of Parking Lot E
- » Removal of public parking structure
- » Removal of tenant lease area
- » Demolition of airline cargo and GSE maintenance building and associated pavement
- » Demolition of shuttle bus dispatch office and staging area

BOB HOPE "HOLLYWOOD BURBANK" AIRPORT
ENVIRONMENTAL IMPACT STATEMENT

EXHIBIT 4
PROPOSED ACTION CONSTRUCTION



Sources: Authority, 2016; RS&H, 2018.

BOB HOPE "HOLLYWOOD BURBANK" AIRPORT
ENVIRONMENTAL IMPACT STATEMENT

EXHIBIT 5
PROPOSED ACTION DEMOLITION



Sources: Authority, 2016; RS&H, 2018.

1.2 ENVIRONMENTAL IMPACT STATEMENT

The FAA is the Lead Federal Agency for the preparation of this EIS and will do so in compliance with NEPA, as amended, Council of Environmental Quality (CEQ) *Regulations for Implementing the Procedural Provisions of NEPA*,¹⁰ The preparation of the EIS will follow FAA regulations and policies for implementing NEPA published in FAA Order 1050.1F and FAA Order 5050.4B.

1.2.1 Range Of Alternatives

In addition to the Proposed Action, the EIS will evaluate a comprehensive range of alternatives. This is necessary to ensure that other alternatives that satisfy the purpose and need, while having a less detrimental effect on the environment, have not been prematurely dismissed from consideration.

The following potential alternatives were identified:

- » New Airport. Construction of a new airport on a different site.
- » Remote Landside Facility. Construction of a **remote "landside" facility and an on-Airport "airside" facility. Ground access, public parking, and terminal building facilities** would be located off-Airport and connected to the aircraft parking positions and passenger holdrooms on-Airport by a ground transportation link.
- » Transfer Activity to Other Airports. Transfer of aviation activity to another existing public airport (or airports) in Southern California.
- » Other Modes of Transportation. Use of other modes of transportation, including automobiles, buses, existing passenger trains, or proposed high-speed rail facilities.
- » Airfield Reconfiguration. Relocation of Runways 8-26 and 15-33 away from the existing passenger terminal in accordance with FAA airport design standards.
- » Replacement Passenger Terminal in Southeast Quadrant. Construction of a replacement passenger terminal in the Southeast Quadrant of the Airport.
- » Replacement Passenger Terminal in Southwest Quadrant. Construction of a replacement passenger terminal in the Southwest Quadrant of the Airport.
- » Replacement Passenger Terminal in Northwest Quadrant. Construction of a replacement passenger terminal in the Northwest Quadrant of the Airport.

¹⁰ 40 C.F.R. Parts 1500-1508.

- » Replacement Passenger Terminal in Northeast Quadrant. Construction of a replacement passenger terminal in the Northeast Quadrant of the Airport.
- » No Action Alternative. The Authority would take no action to develop a replacement passenger terminal.

1.2.2 Assessing Environmental Impacts

In accordance with FAA Order 1050.1F and FAA Order 5050.4B, the EIS shall assess the environmental impacts of the following resource categories:

- » Air Quality
- » Biological Resources (Fish, Wildlife, and Plants)
- » Climate
- » Coastal Resources
- » Department of Transportation Act, Section 4(f)
- » Farmlands
- » Hazardous Materials, Solid Waste, and Pollution Prevention
- » Historic, Architectural, Archaeological, and Cultural Resources
- » Land Use
- » Natural Resources and Energy Supply
- » Noise and Noise-Compatible Land Use
- » **Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety**
- » Visual Effects (including light emissions)
- » Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)
- » Cumulative Impacts

1.2.3 EIS Process

The EIS process, as shown on Exhibit 7, is expected to be completed in less than 24 months from issuance of the Notice of Intent until a final decision is reached. Permits and other mitigation requirements, if necessary, are likely to extend beyond that timeframe. The schedule will be monitored throughout the study and coordinated with appropriate parties.

The milestone for the EIS is to finalize the alternatives and the initiation of the preparation of the Draft EIS, which will lead up to the public release of the Draft EIS. Your agency will receive a copy of the Draft EIS with instructions for the submission of comments.

EXHIBIT 7
EIS PROCESS



1.3 AGENCY COORDINATION AND PUBLIC INVOLVEMENT

The role of the FAA as the Lead Agency on the EIS is to ensure that the Proposed Action meets NEPA goals and policies. The FAA also will be responsible for conducting a process that provides for an independent review of the Proposed Action and other reasonable and feasible alternatives and that achieve the purpose and need. The FAA has selected a team of consulting firms to assist with the preparation of the EIS and to prepare technical work. The FAA is responsible for directing the work performed by these consultants.

The role of Federal, state, local agencies and Native American Tribes in the EIS process is to:

- » Assist FAA by providing environmental resources data, technical assistance, and review in their areas of expertise
- » Review and comment on the Draft EIS

To ensure all significant issues related to the Proposed Action are identified, an agency scoping meeting and a public scoping workshop will be held. An agency scoping meeting for all Federal, state, and local agencies that have jurisdiction by law or have special interest or expertise with respect to any potential environmental impacts associated with the Proposed Action will be held at 1:00pm PST on Tuesday, January 29, 2019. The public scoping workshop will take place from 6:00pm to 8:00pm PST on Tuesday, January 29, 2019. Both meetings will be held at the Buena Vista Branch Library, 300 North Buena Vista Street, Burbank, California 91505.

As an initial step in the preparation of the EIS, the agency and public scoping process is an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the Proposed Action. Additional agency coordination will formally occur with the Federal, state, and local agencies at key milestones in the EIS process. Additional public coordination will occur throughout the EIS process. An informational website has been created for the Proposed Action, which will be updated throughout the EIS process (<https://www.bobhopeairporteis.com/>).¹¹

Agencies will be informed as to the findings of biological, hazardous materials, wetland, and cultural resource surveys, air quality and noise modeling methodologies, and results. Any mitigation necessary for the Proposed Action would be coordinated with the appropriate agencies to comply with Federal, state, and local regulations and to identify suitable mitigation strategies.

1.4 OPPORTUNITY TO COMMENT ON THE EIS SCOPE OF WORK

Comments and suggestions are invited from all interested parties to ensure that the full range of issues related to the Proposed Action are addressed, and that all concerns are identified. **The FAA has not made a final decision on the EIS's content.** Please submit any written comments not later than 5:00pm PST, Friday, March 1, 2019 to:

Mr. David F. Cushing
Manager, Los Angeles Airports District Office – LAX 600
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

¹¹ Bob Hope "Hollywood Burbank" Airport Replacement Terminal Project Environmental Impact Statement.
<https://www.bobhopeairporteis.com/>.

Bob Hope “Hollywood Burbank” Airport



Proposed Replacement Terminal Project Environmental Impact Statement

Agency Scoping Meeting
January 29, 2019

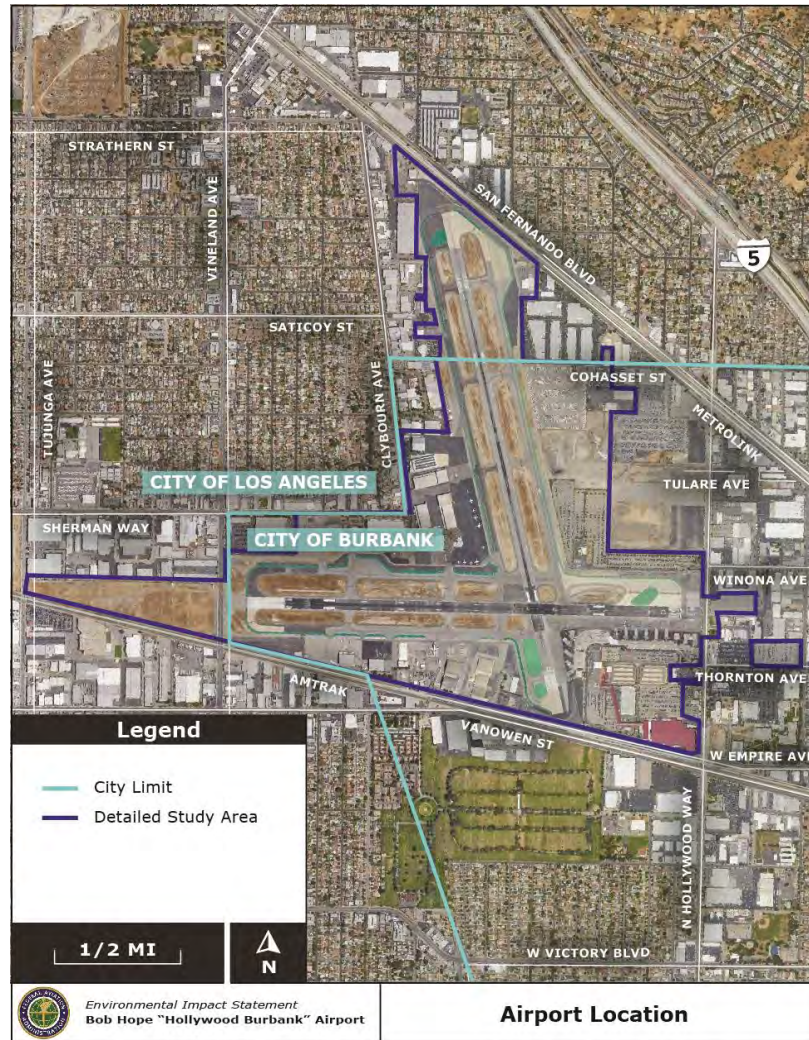


TOPICS

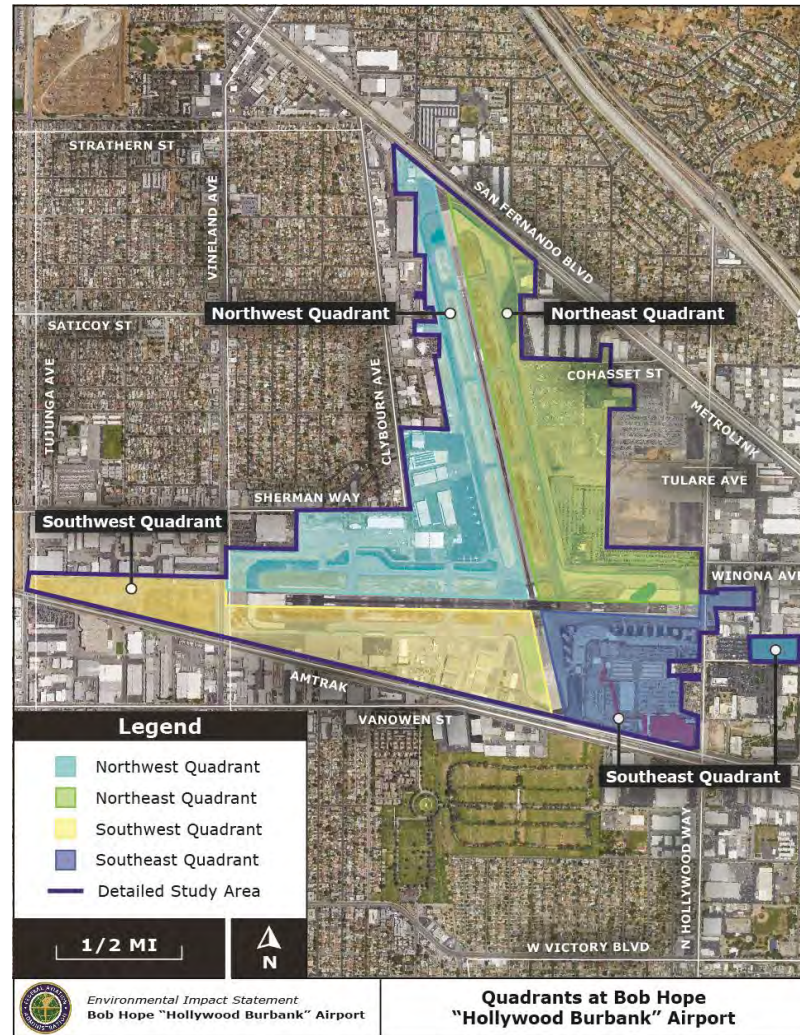


- Airport Overview
- Draft Purpose and Need
- Proposed Action
- Range of Alternatives
- EIS Resource Categories
- EIS Roles and Responsibilities
- EIS Process
- Preliminary Schedule
- Project Contact

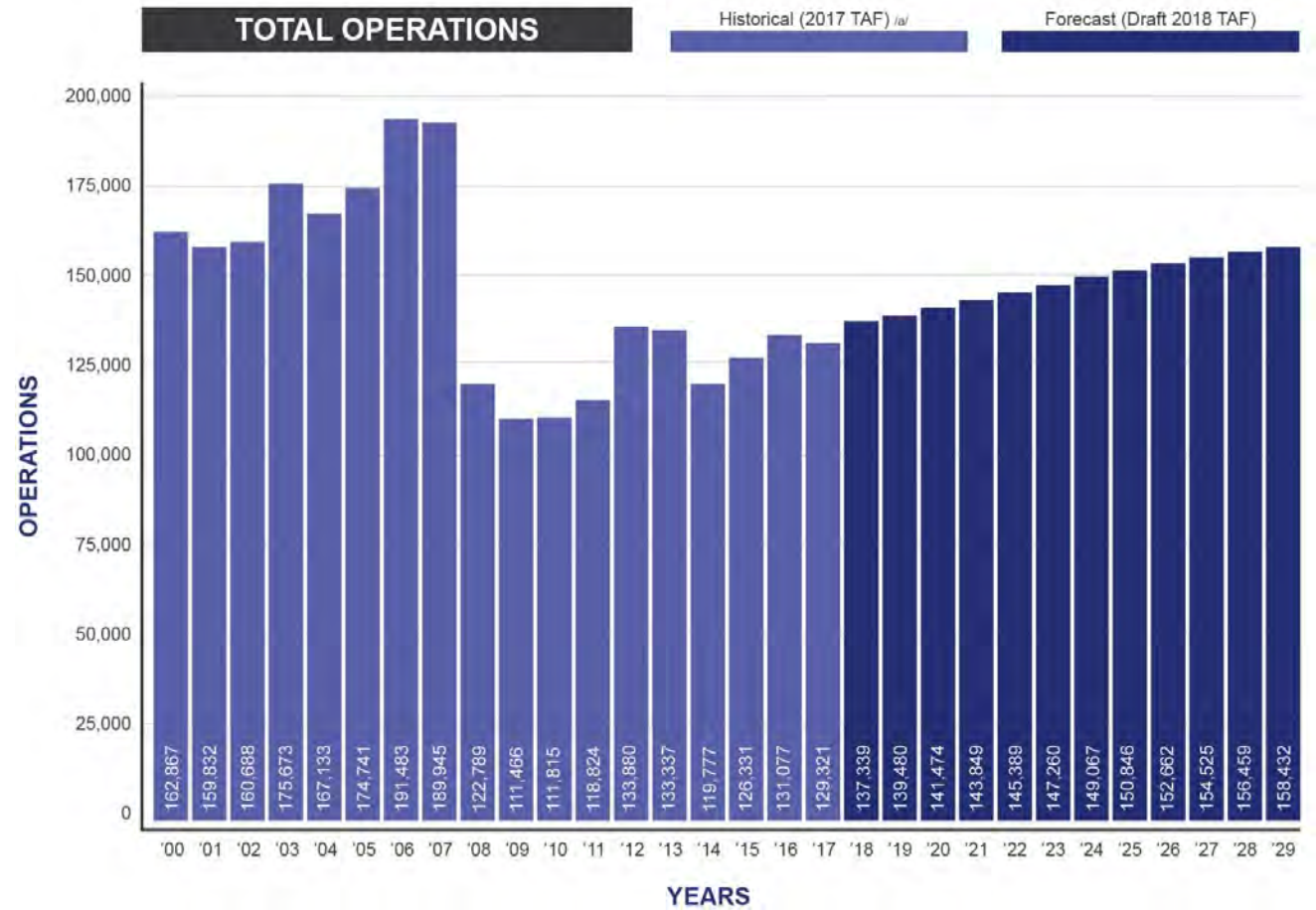
AIRPORT OVERVIEW



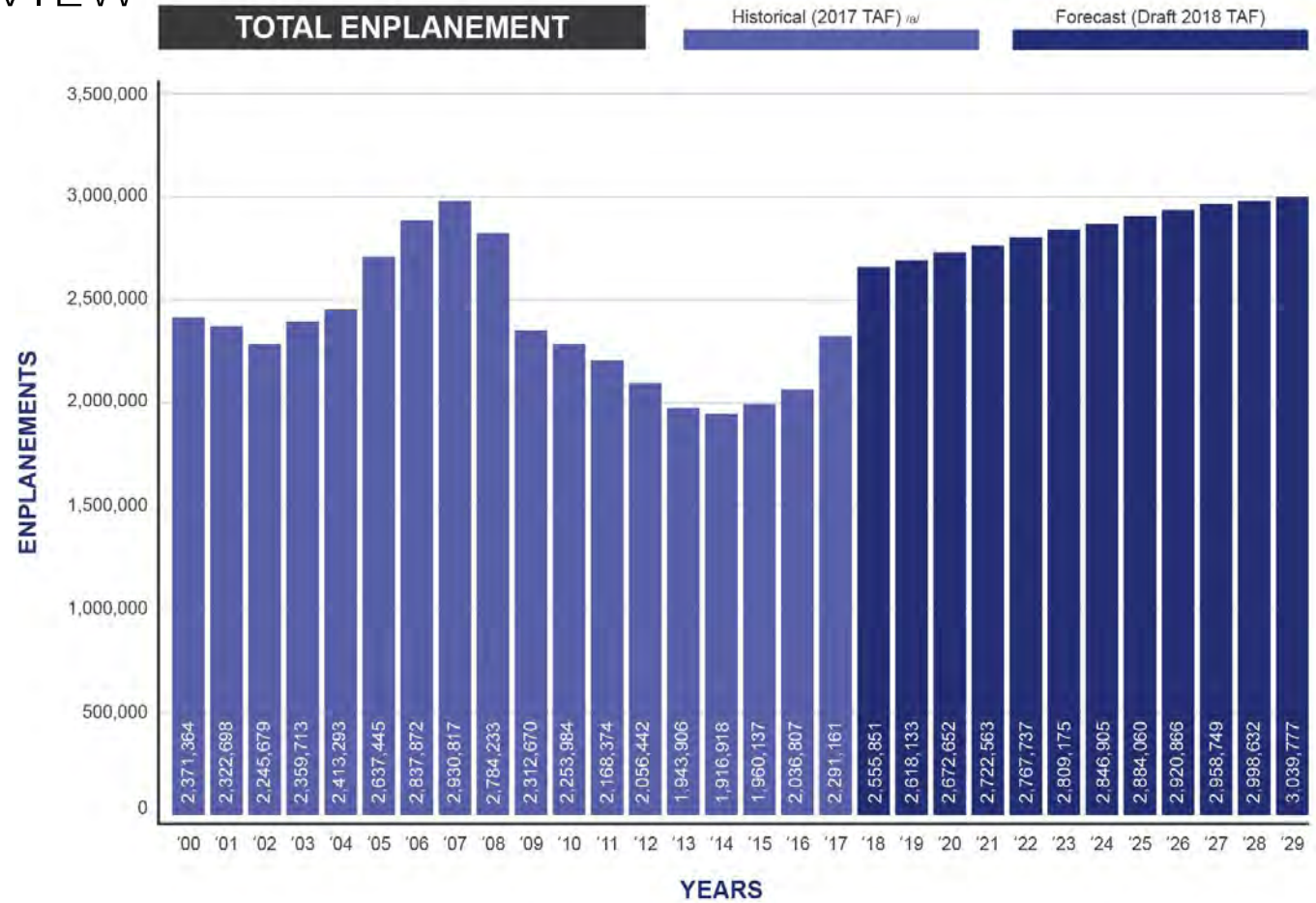
AIRPORT OVERVIEW



AIRPORT OVERVIEW



AIRPORT OVERVIEW



DRAFT PURPOSE AND NEED



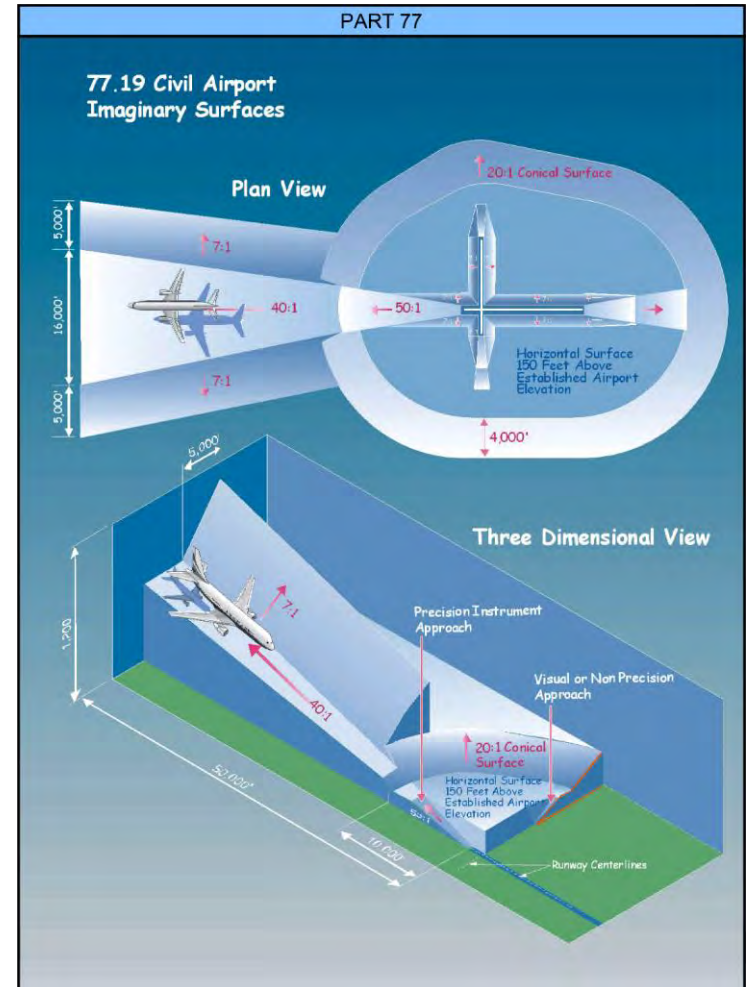
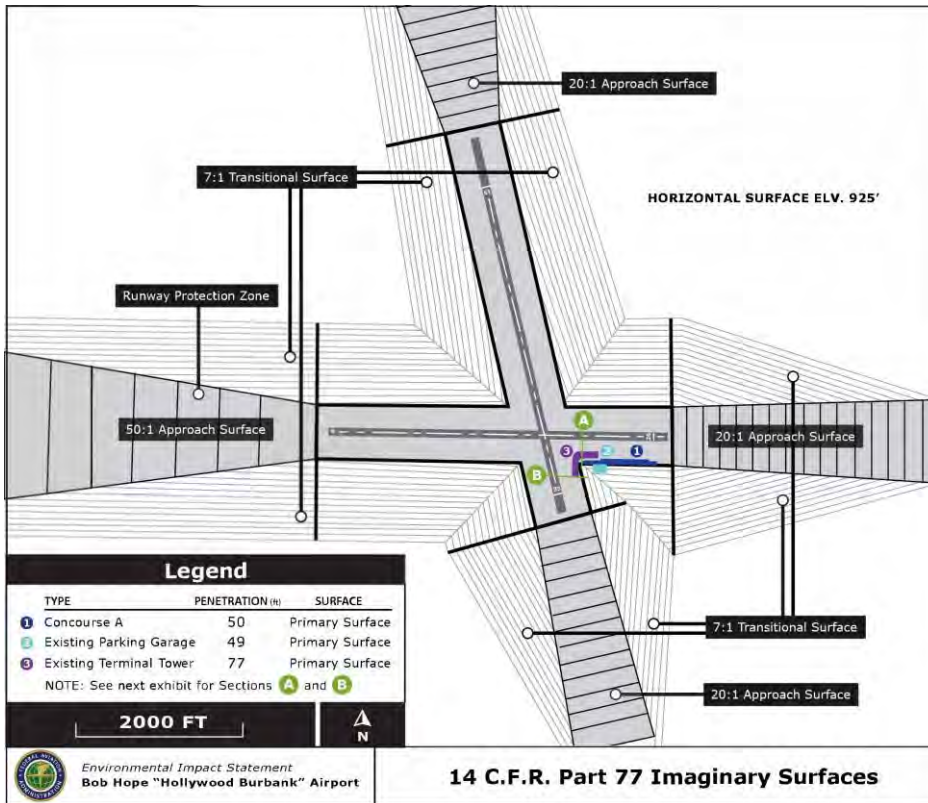
The purpose of the Proposed Action is to provide a passenger terminal serving the Burbank market segment that meets all current FAA standards as well as the California Building Code requirements. The Proposed Action would further enhance airport safety at BUR by meeting FAA standards consistent with the FAA Advisory Circular 150/5300-13A, Change 1, Airport Design, and the FAA's regulations on the Safe, Efficient Use and Preservation of the Navigable Airspace, described in, 14 C.F.R. Part 77. The proposed replacement passenger terminal would be properly separated from the runways and maintain adequate Runway Object Free Area, Taxiway Object Free Area, and Building Restriction Line standards.

DRAFT PURPOSE AND NEED

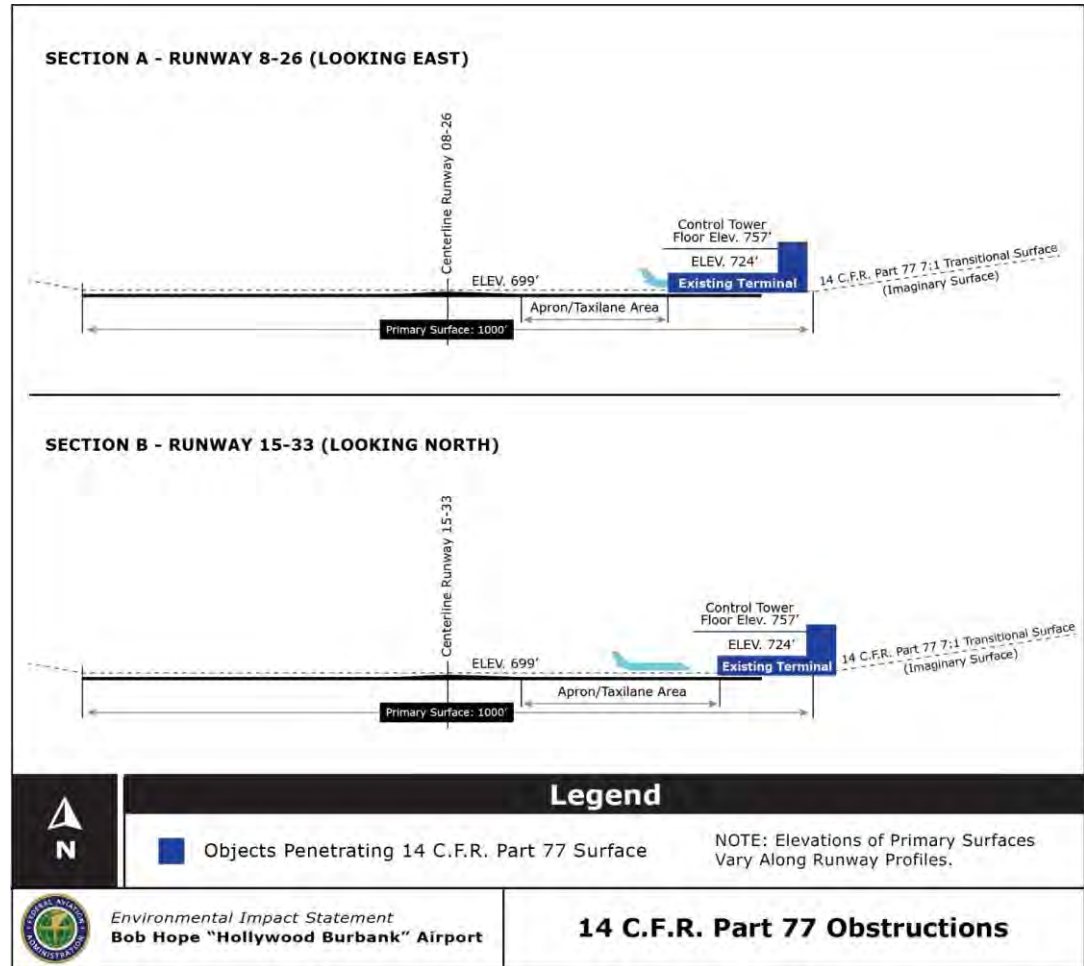
FAA Standard	Standard	Existing Passenger Terminal from Runway 08 26 Centerline	Existing Passenger Terminal from Runway 15 33 Centerline
Runway Object Free Area	400 feet	About 255 feet	About 375 feet
Building Restriction Line	750 feet	About 255 feet	About 375 feet
Taxilane Object Free Area	112.5 feet	About 85 feet	About 110 feet



DRAFT PURPOSE AND NEED

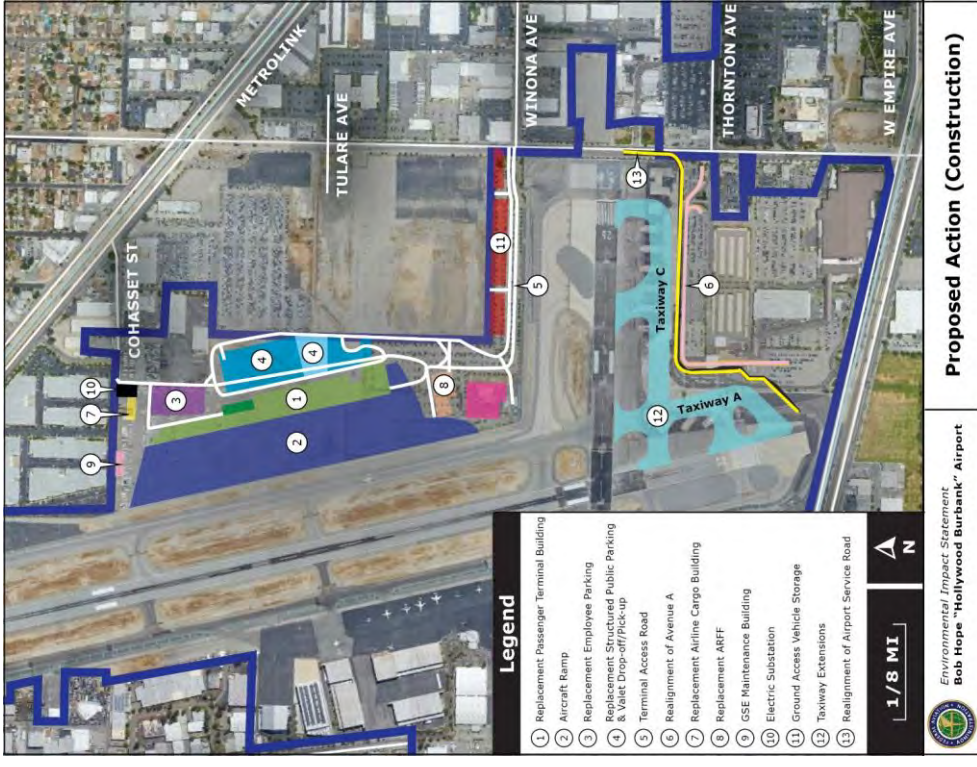


DRAFT PURPOSE AND NEED



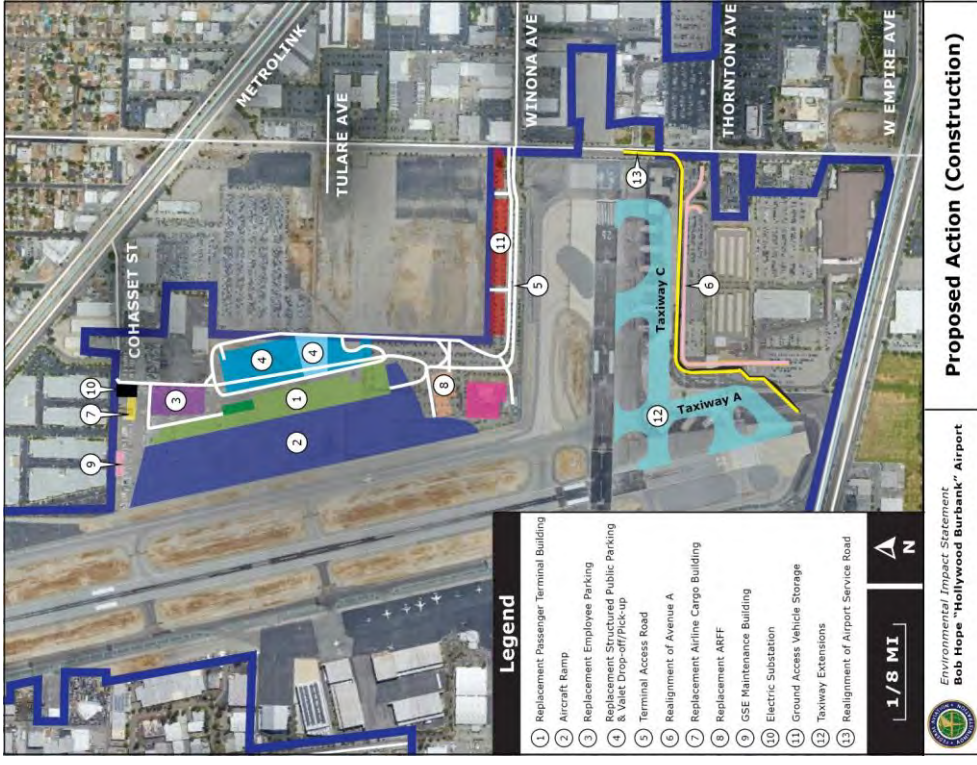
PROPOSED ACTION

- Construction of a replacement passenger terminal
- Construction of a 413,000-square-foot aircraft ramp
- Construction of employee automobile parking
- Construction of a public automobile parking structure
- Construction of a new passenger terminal access road



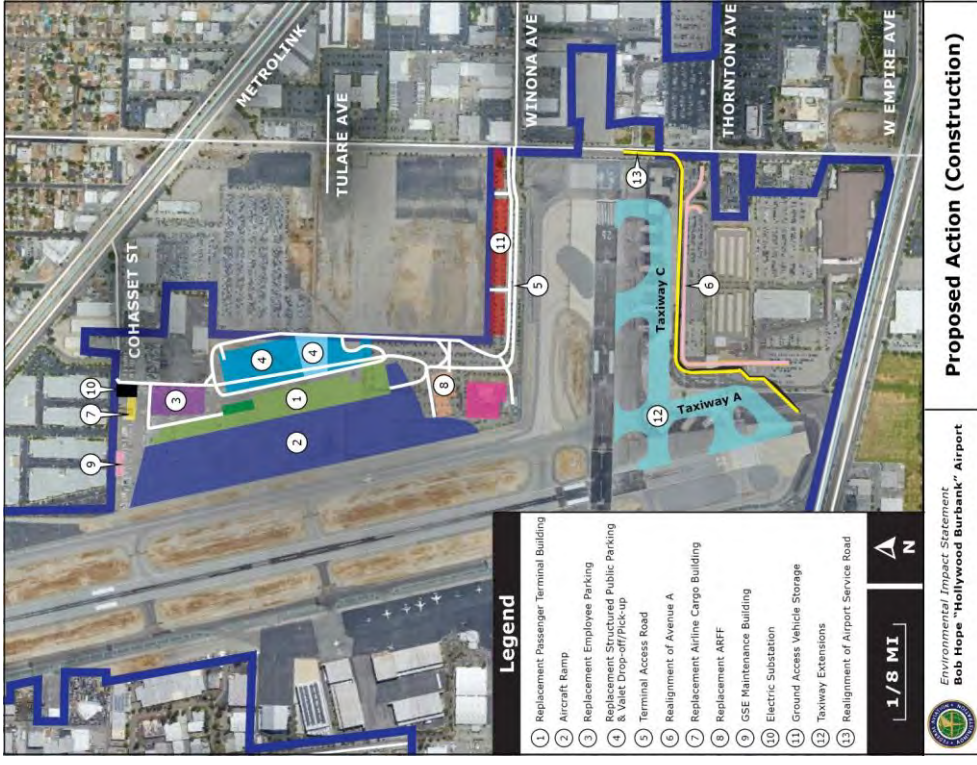
PROPOSED ACTION

- Realignment of Avenue A
- Construction of replacement airline cargo building
- Construction of replacement Aircraft Rescue and Firefighting station
- Construction of a ground-service equipment and passenger terminal maintenance building



PROPOSED ACTION

- Construction of a central utility plant
- Construction of ground access vehicle storage and staging
- Extension of Taxiway A and Taxiway C
- Realignment of the Airport service road



PROPOSED ACTION

- Demolition of passenger terminal
- Removal of commercial aircraft ramp and adjacent taxilanes
- Removal of parking booth
- Removal of employee parking lot
- Removal of Parking Lots A, B, and E



PROPOSED ACTION

- Removal of public parking structure
- Removal of tenant lease area
- Demolition of airline cargo and ground service equipment maintenance building and associated pavement
- Demolition of shuttle bus dispatch office and staging area



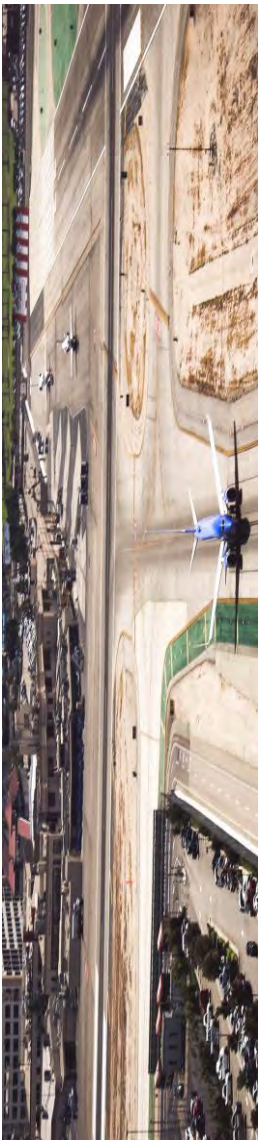
RANGE OF ALTERNATIVES



- New Airport
- Remote Landside Facility
- Transfer Activity to Other Airports
- Other Modes of Transportation
- Airfield Reconfiguration

- Replacement Passenger Terminal in Southeast Quadrant
- Replacement Passenger Terminal in Southwest Quadrant
- Replacement Passenger Terminal in Northwest Quadrant
- Replacement Passenger Terminal in Northeast Quadrant
- No Action Alternative

ENVIRONMENTAL RESOURCE CATEGORIES



- Air Quality
- Biological Resources
- Climate
- Department of Transportation Act, Section 4(f)
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archaeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise Compatible Land Use
- Socioeconomics, Environmental **Justice, and Children's Environmental Health and Safety**
- Visual Effects
- Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)
- Cumulative Impacts

EIS ROLES AND RESPONSIBILITIES



- Federal Aviation Administration (FAA)
 - Serves as the Lead Federal Agency on the EIS and prepares the EIS and the ROD on the Proposed Action
 - Ensures **compliance with NEPA and special purpose laws and regulations**
 - Directs the work performed by the EIS Contractor
- Airport Sponsor (Burbank-Glendale-Pasadena Airport Authority)
 - Assist FAA with providing the data and information about the airport
 - Assist with public involvement and outreach components of the

EIS ROLES AND RESPONSIBILITIES



Federal, state, local agencies and Native American Tribes

- Assist FAA by providing environmental resources data, technical assistance, and review in their areas of expertise
- Review and comment on Draft EIS

EIS PROCESS

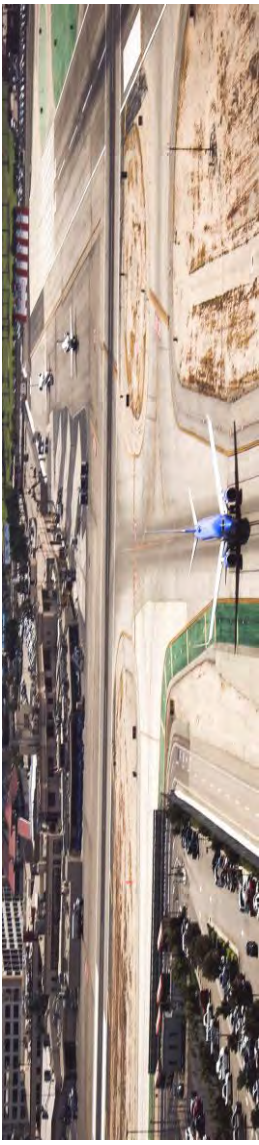


PRELIMINARY SCHEDULE



- Notice of Intent – December 18, 2018
- Agency and Public Scoping – January 29, 2019
- FAA prepares Draft EIS document – Spring / Summer 2019
- Public Hearing and Workshop on Draft EIS – Fall 2019
- Final EIS –2020
- FAA issues its finding in a Record of Decision – 2020

PROJECT CONTACT



FAA – Los Angeles Airports District Office – LAX 600

777 S. Aviation Boulevard, Suite 150

El Segundo, California 90245

Attn: Ms. Dee Phan, Environmental Protection Specialist

(602) 792-1066



3. Agency Comments

The following government agencies submitted written comments (a copy of each agency comment letter is provided on the following pages):

California Department of Transportation	February 28, 2019
California High-Speed Rail Authority	February 27, 2019
City of Los Angeles	February 28, 2019
Paul Krekorian (Los Angeles City Council Member)	March 1, 2019
Los Angeles Co. Metropolitan Transportation Authority	February 28, 2019
South Coast Air Quality Management District	March 1, 2019
Southern California Regional Rail Authority	February 15, 2019
U.S. Environmental Protection Agency	March 1, 2019

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



Making Conservation
a California Way of Life.

February 28, 2019

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Boulevard, Suite 150
El Segundo, CA 90245

RE: Replacement Terminal Project: Bob Hope
Airport – Notice of Intent to prepare an
Environmental Impact Statement (NOI/EIS)
GTS # 07-LA-2019-02220
Vic. LA-5/PM: 31.731

Dear Mr. Cushing:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's NOI/EIS. The proposed project would include construction of the following: a replacement passenger terminal, an aircraft parking apron, an employee automobile parking lot, a public automobile parking structure, a new passenger terminal access road, a replacement airline cargo building, a replacement Aircraft Rescue and Firefighting station, a ground-service equipment (GSE) and passenger terminal maintenance building, a central utility plant, ground access vehicle storage and staging; the extension of Taxiway A and Taxiway C; the realignment of the Airport service road and Avenue A; and the demolition of the existing passenger terminal, the commercial aircraft ramp and adjacent taxilanes, the parking booth, the employee parking lot, Parking Lots A, B, and E, the existing public parking structure, the tenant lease area, the airline cargo and GSE maintenance building and associate pavement, and the shuttle bus dispatch office and staging area.

Caltrans has reviewed the NOI/EIS and has the following comments:

- To determine if the project will have a significant impact at the intersection of S/B (Southbound) Interstate 5 (I-5) Freeway on/off-ramps toward Hollywood Way, it is recommended that a Traffic Impact Study (TIS) be prepared to include the following:
 - Please include the current and projected airport generated traffic volumes using the S/B I-5 Freeway off-ramp, the airport generated traffic volumes using the S/B I-5 Freeway on-ramp, and the general existing ramp volumes.
 - Please provide a traffic control solution at the intersections of the S/B I-5 Freeway off-ramp, Hollywood Way, existing driveways, and the S/B I-5 Freeway on-ramp. The solution should enhance safety at this intersection by addressing and reducing conflict points.
 - Additionally, this study should include queuing and delay analysis for the S/B I-5 Freeway on-ramp and off-ramp. If queuing is occurring, please consider either widening the ramp or creating an auxiliary lane to reduce the conflict do to speed differentials.
 - It is recommended that the project provide a fair share mitigation towards the interim improvement of a traffic signal installation.
- To determine if the project will have a significant impact at the intersection of Northbound (N/B) I-

5 Freeway on/off-ramps towards Hollywood Way it is recommended that a Traffic Impact Study (TIS) be prepared to include the following:

- Please include the current and projected airport generated traffic volumes using the N/B I-5 Freeway off-ramp, the airport generated traffic volumes using the N/B I-5 Freeway on-ramp, and the general existing ramp volumes.
 - Please provide a traffic control solution at the intersections of the N/B I-5 Freeway off-ramp, Hollywood Way and the N/B I-5 Freeway on-ramp. The solution should enhance safety at this intersection by addressing and reducing conflict points.
 - Additionally, this study should include queuing and delay analysis for the N/B I-5 Freeway on-ramp and off-ramp. If queuing is occurring, please consider either widening the ramp or creating an auxiliary lane to reduce the conflict do to speed differentials
- Caltrans recommends a TIS be prepared to include State Route 134 and 170 and their ramps that may be affected by the proposed project.
 - This study needs to include the cumulative impacts of other projects in planning or in construction.
 - Potentially effected on/off-ramps will require queuing analysis based on Highway Capacity Manual (HCM) queuing methodology

Further information included for your consideration:

Caltrans recommends the Lead Agency develop a verifiable performance-based Vehicle Miles Travelled (VMT) criteria as this is required by SB 743.

If VMT methodology is being used the lead agency should refer to the traffic study consultant of the Developer to OPR's website guidelines in the evaluation of traffic impact:

http://opr.ca.gov/docs/Revised_VMT_CEQG_Guidelines_Proposal_January_20_2016.pdf

Caltrans emphasizes that safety and mobility are the most important criteria. This needs to be the main consideration. Increased congestion on local arterial and freeways contributes to an increase in the number of accidents

If this project intends to use Level of Service (LOS) and HCM methodology for the Traffic Impact Study (TIS), we recommend the use of "Caltrans Guide for the Preparation of Traffic Impact Studies" for traffic impact on the State highways and freeways and the appurtenant facilities. Please note that these guidelines are different than those applied in the Los Angeles County Congestion Management Program (CMP). For State thresholds and guidance on preparation of acceptable traffic studies, please refer to Caltrans (State) Guide for Traffic Impact Studies:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing

distances through roadway narrowing.

Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. Discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods

If you have any questions regarding these comments, please contact project coordinator Reece Allen, at reece.allen@dot.ca.gov and refer to GTS# 07-LA-2019-02220

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

February 27, 2019

BOARD MEMBERS**Lenny Mendonca**

CHAIR

Thomas Richards

VICE CHAIR

Ernest M. Camacho**Daniel Curtin****Bonnie Lowenthal****Nancy Miller****Lynn Schenk****EX-OFFICIO****BOARD MEMBERS****Honorable****Dr. Joaquin Arambula****Honorable Jim Beall****Brian P. Kelly**

CHIEF EXECUTIVE OFFICER

GAVIN NEWSOM
GOVERNOR

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
Federal Aviation Administration, Western-Pacific Region
777 S. Aviation Boulevard, Suite 150
El Segundo, CA 90245

RE: Comment Letter for Notice of Intent to Prepare an Environmental Impact Statement for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport

Dear Mr. Cushing:

The California High-Speed Rail Authority (Authority) is responsible for planning, designing, building and operating the first high-speed rail system in the nation. The Authority is submitting this comment letter in response to the Notice of Intent (NOI) issued on December 18, 2018 by the Federal Aviation Administration (FAA) to prepare an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport. The Authority requests FAA consideration of the High-Speed Rail Project and the proposed Burbank Airport Station as a future condition during the planning and environmental processes for the Replacement Terminal Project at Hollywood Burbank Airport.

In 2007, scoping was first conducted for the Palmdale to Los Angeles Project Section of the high-speed rail project. In 2014, scoping was amended to identify the Palmdale to Burbank and Burbank to Los Angeles Project Sections as two separate project sections. The sections were advanced for further study by the Authority, resulting in the release of Supplemental Alternative Analysis (SAA) documents for both project sections. The SAA documents identified Burbank Airport as the proposed high-speed rail station location in the San Fernando Valley, to be carried forward for further evaluation in a project-level environmental document of the Authority project alignment and facilities that include the station. Throughout this process the Authority has worked collaboratively with the City of Burbank and the Burbank-Glendale-Pasadena Airport Authority to identify possible station locations based on these actions.

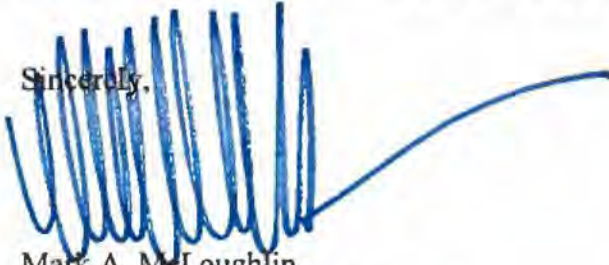
The Authority Board of Directors most recently identified the State's Preferred Alternative (SPA) for the Palmdale to Burbank and Burbank to Los Angeles Project Sections, for purposes of the Authority's forthcoming EIR/EIS documents for those Project Sections. That SPA includes a Burbank Airport Station located east of the

Mr. David F. Cushing
Page 2

proposed Hollywood Burbank Airport replacement terminal location, in the area bounded by Cohasset Street to the north, Hollywood Way to the east, and Winona Avenue to the south. This location provides air-rail connectivity to the Hollywood Burbank Airport, proximity to Metrolink and Amtrak passenger rail stations on both the Ventura and Antelope Valley Lines, and potential for transit-oriented development within the Golden State Specific Plan area currently being studied by the City of Burbank.

If you have any questions on this letter, please contact me or Michelle Boehm, Southern California Regional Director, at (213) 308-4507 or michelle.boehm@hsr.ca.gov. We look forward to future coordination with the FAA on our respective projects.

Sincerely,

A handwritten signature in blue ink, consisting of a series of vertical, wavy lines followed by a long, sweeping horizontal stroke that curves upwards to the right.

Mark A. McLoughlin
Director of Environmental Services
California High-Speed Rail Authority
(916) 403-6934
mark.mcloughlin@hsr.ca.gov

cc: Michelle Boehm, Southern California Regional Director



PAUL KREKORIAN
LOS ANGELES CITY COUNCIL MEMBER

March 1, 2019

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

RE: BUR Replacement Terminal EIS Comment

Dear Mr. Cushing:

Hollywood Burbank Airport is a vital economic asset for our region and an extraordinarily important part of Southern California's transportation future. At the same time, the operation of the Airport has had significant adverse impacts on the surrounding communities, including the neighborhoods of the City of Los Angeles that I represent. This environmental review process regarding the proposed replacement terminal presents another opportunity to engage the public in that discussion, and in that spirit I offer the following comments.

Establishing a modern, safe, efficient and attractive terminal for the Airport, with increased amenities and improved airside facilities will increase efficiency, potentially allowing for more passengers and flights. At the same time, minimizing and mitigating for the impacts of the Airport has proven to be a tremendous challenge for many years. The increased frequency of flights in the same airspace will most certainly lead to increased noise levels and have impacts on air quality. To ensure that all significant issues are identified, this process must guarantee that all cumulative impacts of the proposed terminal relocation are thoroughly considered and reviewed.

The residents of the City of Los Angeles, and especially those in the East San Fernando Valley, have been largely left out of the dialogue about the future of the Airport. Residents of Van Nuys, North Hollywood, Toluca Lake, Valley Village, Valley Glen, Sun Valley and Studio City already must bear the brunt of the burden of noise from departing and arriving aircraft. I urge that the Agency thoroughly identify and analyze all impacts upon the communities of Los Angeles.

Enplanements at Hollywood Burbank Airport have increased 31% over the last three years, but the Agency only projects a 1.2% to 2.2% annual growth between the 2019 through 2029 period. I strongly advise the Agency to reevaluate growth projections for enplanements and air carrier operations. I believe that the projected growth numbers are inadequate to understand the full impacts of this project. I request that all analysis as part of the EIS process for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport use accurate and

increased airside operations projections when determining environmental impacts of this new terminal.

I further remind the Agency that FAA Order 5050.4B directs the Agency “to involve other Federal agencies, State and local agencies, agencies and officials having expertise on environmental resources and the affected or interested public in this process.” To that end, I request that you consult with and update the Los Angeles City Attorney’s Office on this cumulative analysis and pursuant to FAA Order 1050.1F, which requires that the Agency consult with local units of government early in the NEPA process.

The City Attorney staff for contact is as follows:

David Michaelson
Deputy City Attorney, City Hall East
200 N. Main Street, 8th Floor
Los Angeles, CA 90012.

Finally, I again ask you to include my constituents in all public outreach efforts relating to this proposal. Although the existing terminal and the proposed replacement are located in the City of Burbank, I urge the Agency to keep in mind that the impacts of the Airport are experienced at least as significantly in Los Angeles. It is therefore incumbent upon the management of the Airport and all of the members of the Agency to show due respect to the people of Los Angeles who must daily deal with the adverse impacts of the Airport’s operations. I hope that you will carefully consider and fully respond to these and all public comments from the residents of Los Angeles who are deeply impacted by the proposed project.

If you have any questions about my comments, please contact my Transportation Director Doug Mensman at (213) 473-7002.

Very truly yours,



PAUL KREKORIAN
Los Angeles City Councilmember

CITY OF LOS ANGELES

CALIFORNIA

Seleta J. Reynolds
GENERAL MANAGER



ERIC GARCETTI
MAYOR

DEPARTMENT OF
TRANSPORTATION
6262 Van Nuys Bl., Suite 320
Van Nuys, CA 91401
(818) 374-4699
FAX (818) 374-4696

February 28, 2019

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245

Subject: Proposed Replacement Terminal Project at BOB HOPE "HOLLYWOOD BARBANK" Airport

The City of Los Angeles, Department of Transportation (LADOT) has reviewed the Transportation Portion of Replacement of Airline Passenger Terminal at Bob Hop "Hollywood Burbank" Airport and we have the following comments:

The proposed new 355,000 square-foot passenger terminal will replace the existing 232,000 square-foot passenger terminal, and will keep the number of gates unchanged. Although the number of the gates (14) will remain the same, the expansion of passenger terminal will accommodate more passengers.

Subsequently, the expansion of the passenger terminal will increase the vehicle trips. Also the traffic ambient growth and other related new projects surrounding the airport will result in additional vehicle trips on the adjacent road network, including streets that are located in the City of Los Angeles. LADOT recommends that the new traffic study include City of Los Angeles's intersections close to airport. The traffic study to be submitted to LADOT, Valley Development Review Section, 6262 Van Nuys, CA 91202 for review and comments.

Please include us in any response or additional information you may have available. If you have any questions regarding this project contact Vicente Cordero by e-mail at VICENTE.CORDERO@LACITY.ORG.

Sincerely,

Jesus Serrano, P.E.
Senior Transportation Engineer

c: Doug Mensman, Council District 2



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

February 28, 2019

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX -600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

RE: Proposed Replacement Terminal, Bob Hope Airport, Burbank – EIS Scoping Meeting

Dear Mr. Cushing;

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the Proposed Replacement Terminal Project (Project) at Bob Hope Hollywood Burbank Airport (Airport) in the City of Burbank (City). Metro is committed to working with local municipalities, property owners, developers, and other stakeholders across Los Angeles County on transit-supportive planning and development projects to grow ridership, reduce driving, and promote walkable neighborhoods.

The purpose of this letter is to outline recommendations from Metro concerning issues that are germane to our agency's statutory responsibility in relation to Metro transit facilities and future service plans. The proposed Project is adjacent to Metrolink right-of-way (ROW), owned by Metro, two Metrolink Stations (Burbank Airport South and Burbank Airport North), bus stops, and a planned bus rapid transit (BRT) line that will run from North Hollywood to Pasadena. Due to the Project's adjacency to these transit facilities, Metro hopes to meet with the Burbank-Glendale-Pasadena Airport Authority (Airport Authority) in the coming months to ensure coordination on our shared interests and to support the development of transit oriented communities (TOCs) while maintaining consistency with the airport's land use compatibility planning. Transit Oriented Communities are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. TOCs maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

In addition to the specific recommendations outlined below, Metro would like to provide the Airport Authority with two resources: 1) the Metro Adjacent Development Handbook (attached), which provides an overview of common concerns for development adjacent to Metro-owned right-of-way (ROW) and 2) the Adjacent Construction Manual with technical information (also attached). These documents and additional resources are available at www.metro.net/projects/devreview.

Project Description

The Replacement Terminal Project consists of several elements, including:

1. construction of a replacement passenger terminal, an aircraft parking apron, an employee automobile parking lot, a public building, a replacement Aircraft Rescue and Firefighting station, a group-service equipment (GSE) and a passenger terminal maintenance building, a central utility plant, ground access vehicle storage, and staging
2. the extension of Taxiway A and C;
3. the realignment of the Airport service road and Avenue A; and
4. the demolition of the existing passenger terminal, the commercial aircraft ramp and adjacent taxi lanes, the parking booth, the employee parking lot, Parking Lots A, B, and E, the existing public parking structure, the tenant lease areas, the airline cargo and GSE a maintenance building and associated pavement, and the shuttle bus dispatch office and staging area.

Transit Service Considerations

1. **Bus Operations:** Metro bus lines operate along W Empire, San Fernando Blvd, and N Hollywood Way, which wrap around the Project area. To provide safe and convenient bus service, Metro recommends that the Airport Authority work closely with Metro and other operators on service planning and potential bus stop relocations during construction. The Adjacent Development Handbook provides recommendations for bus stop design and coordination needs. For streets where Metro provides bus service, Metro recommends that the City require outside right lanes to be 12 foot wide (or at minimum 11 foot wide) for bus travel.
2. **Future BRT:** The Metro Orange Line Bus Rapid Transit (BRT) Improvement Project is currently preparing designs for \$320 million in upgrades to the existing line that operates between the North Hollywood Metro Red Line Station and the West San Fernando Valley (www.metro.net/projects/orangeline/). A planning/environmental study is also underway to extend BRT service eastward from the North Hollywood Red Line Station to potentially connect to the Burbank Media District, Downtown Burbank, Downtown Glendale and Downtown Pasadena (www.metro.net/projects/noho-pasadena/corridor). Metro recommends that airport traffic and circulation studies include connectivity options to these existing and planned projects to better facilitate transit access to the airport. For further information on these projects, please contact Cory Zelmer, at 213-922-1079 or zelmerc@metro.net.
3. **Rail Operations:** The Project is adjacent to Metro-owned ROW operated and maintained by the Southern California Regional Rail Authority (SCRRA) to run the Metrolink commuter rail service, including the Antelope Valley Line AVL to the north, and the Ventura County Line to the south. Amtrak Pacific Surfliner intercity passenger trains also operate on this ROW. The Airport Authority is advised that rail service operates in both directions and that trains may operate, in and out of revenue service, 24 hours a day, seven days a week, in the ROW adjacent to the proposed Project.

4. **Rail Crossings:** There are at-grade rail crossings in close proximity to the Project along North San Fernando Blvd and Vanowen Street. The Project is likely to increase traffic volumes across these crossings, which could potentially impact the safety of the crossing. As such, these traffic and safety impacts should be analyzed. This rail crossing is regulated by the California Public Utilities Commission (CPUC) and maintained by Metro. CPUC may have additional comments and requirements regarding this Project and should be contacted in outreach efforts.
5. **Connectivity:** Considering the Project's proximity to the Metrolink Stations and Airport Transit Center, Metro would like to identify the potential synergies associated with transit access to the Airport:
 - **Connectivity to the Burbank Airport-North (AVL) Metrolink station:** The proposed replacement terminal location is about a block from the Burbank Airport-North Metrolink station on the Antelope Valley Line without a direct accessible path between the Metrolink station and the proposed terminal location. Therefore, the Replacement Terminal project should provide direct passenger connectivity including but not limited to pedestrian improvements that will facilitate transfers between the Burbank Airport-North station and the new terminal location. The Burbank Airport-North station is an important train-to plane station funded in partnership between Metro and the Airport Authority to enhance train-to-plane connectivity between the Metrolink system and the Airport. The Airport currently operates an on-demand shuttle service between the Burbank Airport-North station and the Airport terminals.
 - **Connectivity to the Burbank Airport-South (VCL) Metrolink station:** The Burbank Airport-South (VCL) Metrolink station serves the Metrolink Ventura County Line and the Amtrak Pacific Surfliner trains. The station is currently less than 2,000 feet from the current terminal location; however the proposed location of the new terminal will be nearly a mile from the existing Metrolink station. Therefore, shuttle service will be required to connect the existing Metrolink station to the new Airport terminals.
 - **Transfers Guide:** The Project should include design treatments to accommodate transfer activity between bus and rail customers that will occur along the sidewalks and public spaces. Metro recently completed the Metro Transfers Design Guide, a best practice document on transit improvements. This can be accessed online at <https://www.metro.net/projects/systemwidedesign>.
6. **Access:** The Terminal Project should address first-last mile connections to transit, encouraging development that is transit accessible with bicycle and pedestrian-oriented street design connecting transportation with housing and employment centers. For reference, please view the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on-line at: http://media.metro.net/docs/sustainability_path_design_guidelines.pdf.
7. **Walkability:** Metro strongly encourages the installation of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and

other amenities along all public street frontages of the development site to improve pedestrian safety and comfort to access the nearby bus stops and rail stations. The City should consider requiring the installation of such amenities as part of the conditions of approval.

8. **Active Transportation:** Metro encourages the Airport Authority to promote bicycle use through adequate short-term bicycle parking, such as ground-level bicycle racks, as well as secure and enclosed long-term bicycle parking, such as bike lockers or a secured bike room, for guests, employees, and residents. Bicycle parking facilities should be designed with best practices in mind, including: highly visible siting, effective surveillance, easy to locate, and equipment installed with preferred spacing dimensions, so they can be conveniently accessed. Additionally, the Project should help facilitate safe and convenient connections for pedestrians, people riding bikes, and transit users to/from the Airport.
9. **Wayfinding:** Metrolink/Amtrak stations wayfinding signage and real-time train arrival information should be prominently displayed at the new terminal. Wayfinding signage should be considered as part of the Project to help people navigate through the Airport to all modes of transportation. Any temporary or permanent wayfinding signage with content referencing Metro services, or featuring the Metro brand and/or associated graphics (such as bus or rail pictograms) requires review and approval by Metro Art & Design. Please contact Lance Glover, Senior Manager of Signage and Environmental Graphic Design, at 213-922-2360 or GloverL@metro.net.
10. **Public Art:** Metro Arts & Design encourages the thoughtful integration of art and culture into public spaces. Any proposals for temporary or permanent public art and/or placemaking facing Metro ROW requires review and approval by Metro Art & Design. Please contact Susan Gray, Director of Arts & Design, at 213-922-2729 or GrayS@metro.net.
11. **Transit Pass:** Metro would like to inform the Airport Authority of Metro's employer transit pass programs including the Annual Transit Access Pass (A-TAP) and Business Transit Access Pass (B-TAP) programs which offer efficiencies and group rates that businesses can offer employees as an incentive to utilize public transit. For more information on these programs, contact Devon Deming at 213-922-7957 or DemingD@metro.net.

Technical Review & Construction Coordination

1. **Technical Review:** Prior to permit approval, Metro and Metrolink need to review engineering drawings and calculations, as well as construction plans, including any crane placement and radius, to evaluate any impacts to rail structures in relationship to the proposed Project. Please refer to the Adjacent Construction Design Manual for more details regarding submitting drawings and calculations to Metro. Note that Metro requires an Engineering Review Fee for staff review time.
2. **ROW Access:** There shall be no encroachment onto the railroad ROW. Any future work performed on the proposed Project's structures or property requiring access to the railroad ROW, shall be covered by specific Right-of-Entry temporary access permits with specific requirements. SCRRA should be contacted for these Right-of Entry requirements. Information

can be found on their website at www.metrolinktrains.com. Other requirements may include permits for construction of buildings, and any future repairs, painting, graffiti removal, etc., including the use of overhead cranes or any other equipment that could potentially impact railroad operations and safety. Frequent access for maintenance tasks such as graffiti removal, will necessitate an active license agreement. This agreement will include an annual license fee, and other requirements that meet safety standards for access to a ROW with active rail operations.

3. **Construction Monitoring:** Metro and/or SCRRA staff shall be permitted to monitor construction activity to ascertain any impact to the ROW. During construction, a protection barrier shall be constructed to prevent objects, material, or debris from falling onto the ROW. The Airport Authority will be required to notify Metro and SCRRA of any changes to the construction/building plans that may or may not impact the ROW.

Metro looks forward to continuing to collaborate with the City of Burbank and the Burbank-Glendale-Pasadena Airport Authority to effectuate policies and implementation activities that promote transit oriented communities. If you have any questions regarding this response, please contact Eddi Zepeda at 213-418-3484 or by email at DevReview@metro.net, or by mail at the following address:

Metro Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952

Sincerely,



for – Manjeet Ranu, AICP
Senior Executive Officer
Countywide Planning & Development

Cc: Stephanie Wiggins, CEO SCRRA/MetroLink

Attachments and links:

- Adjacent Construction Design Manual
- Adjacent Development Handbook: <https://www.metro.net/projects/devreview/>
- MetroLink Resources and Standards:
<https://www.metrolinktrains.com/about/agency/engineering--construction/>

Los Angeles County
Metropolitan Transportation Authority

METRO ADJACENT DEVELOPMENT HANDBOOK

A GUIDE FOR CITIES AND DEVELOPERS

MAY 2018



Metro®

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Introduction

The Metro Adjacent Development Handbook provides guidance to local jurisdictions and developers constructing on, adjacent, over, or under Metro right of way, non-revenue property, or transit facilities to support transit-oriented communities, reduce potential conflicts, and facilitate clearance for building permits. The Handbook should be used for guidance purposes only. The Metro Adjacent Construction Design Manual and Metro Rail Design Criteria are documents that shall be strictly adhered to for obtaining approval for any construction adjacent to Metro facilities.

Who is Metro?

The Los Angeles County Metropolitan Transportation Authority (Metro) plans, funds, builds, and operates rail and bus service throughout Los Angeles County. Metro moves close to 1.3 million riders on buses and trains daily, traversing many jurisdictions in Los Angeles County. With funding from the passage of *Measure R* (2008) and *Measure M* (2016), the Metro system will expand significantly, adding over 100 miles of new transit corridors and up to 60 new stations. New and expanded transit lines will improve mobility across Los Angeles County, connecting riders to more destinations and expanding opportunities for adjacent construction and *Transit Oriented Communities (TOCs)*. Metro's bus and rail service spans over 1,433 square miles and includes the following transit service:



Metro Rail connects close to 100 stations along 98.5 miles of track and operates underground in tunnels, at grade within roadways and dedicated *rights-of-way (ROW)*, and above grade on aerial guideways. The Metro Rail fleet includes *heavy rail* and *light rail* vehicles. Heavy rail vehicles are powered by a third rail through a conductor along the tracks and light rail vehicles are powered by an *overhead catenary system (OCS)*. To operate rail service, Metro owns traction power substations, maintenance yards and shops, and supporting infrastructure.



Metro Bus-Rapid-Transit (BRT) operates accelerated bus transit, which serves as a hybrid between rail and traditional bus service. *BRT* operates along a dedicated ROW, separated from vehicular traffic to provide rapid service. Metro BRT may run within the center of a freeway or may be separated from traffic in its own corridor. BRT station footprints vary from integrated, more spacious stations to compact boarding areas along streets.



Metro Bus serves 15,967 bus stops, operates 170 routes and covers 1,433 square miles with a fleet of 2,228 buses. Metro "Local" and "Rapid" bus service runs within the street, typically alongside vehicular traffic, though occasionally in "bus-only" lanes. Metro bus stops are typically located on sidewalks within the public right-of-way, which is owned and maintained by local jurisdictions.



Metrolink/Regional Rail: Metro owns much of the ROW within Los Angeles County on which the *Southern California Regional Rail Authority (SCRRA)* operates *Metrolink* service. Metrolink is a commuter rail system with seven lines that span 388 miles throughout Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego counties. As a SCRRA member agency and property owner, Metro reviews development activity adjacent to Metrolink ROW.

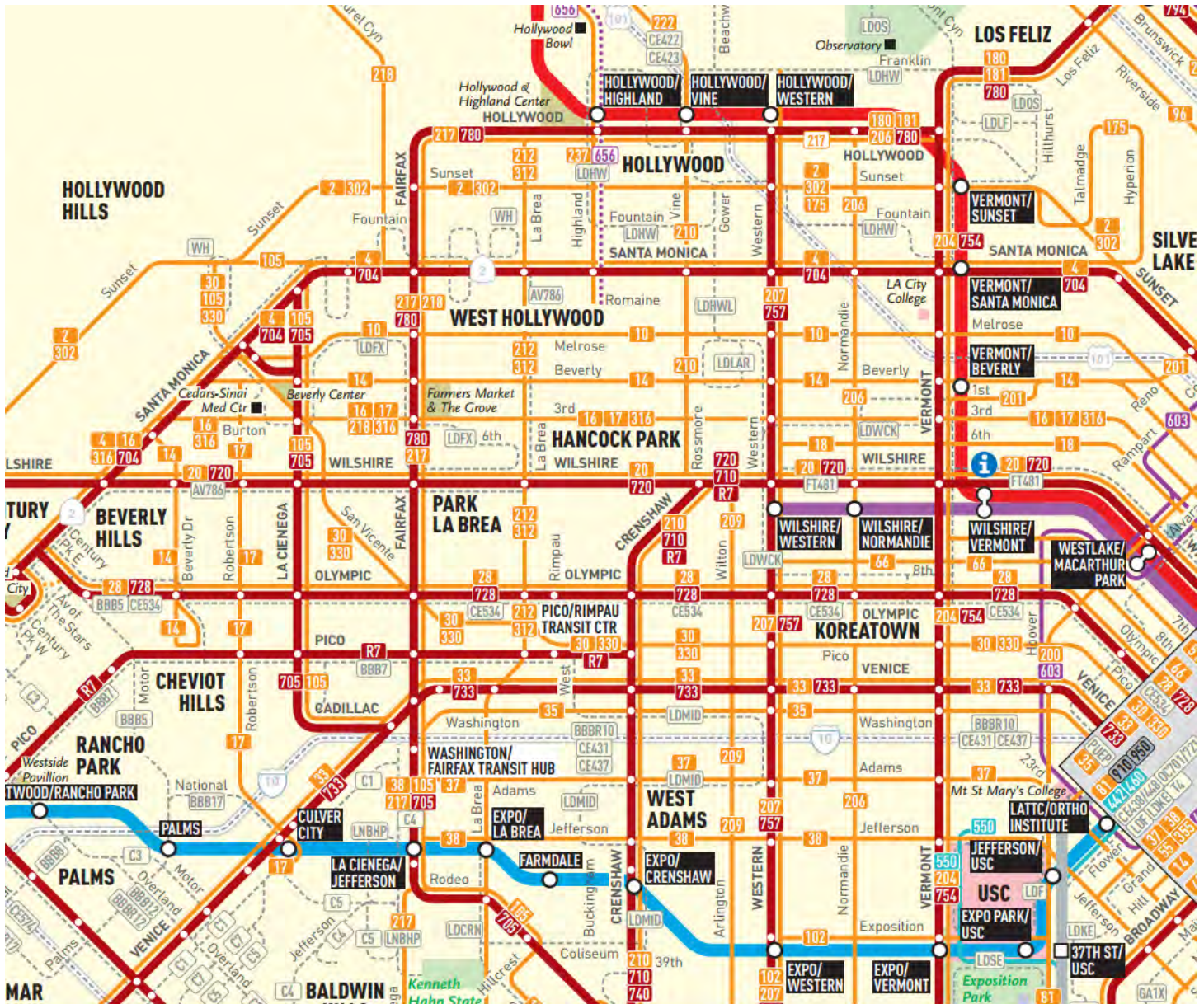
Introduction

Metro and Regional Rail Map



Metro is currently undertaking the largest rail infrastructure expansion effort in the United States. A growing fixed guideway system presents new adjacency challenges, but also new opportunities to catalyze land use investment and shape livable communities along routes and around stations.

Metro Bus and Rail System Map (Excerpt)



As a street-running transit service, Metro's "Rapid" and "Local" buses share the public ROW with other vehicles, cyclists, and pedestrians, and travel through the diverse landscapes of Los Angeles County's 88 cities and unincorporated areas.

Introduction

Why is Metro Interested in Adjacent Development?

Metro Supports Transit Oriented Communities

Metro is redefining the role of the transit agency by expanding mobility options, promoting sustainable urban design, and helping transform communities throughout Los Angeles County. Leading in this effort is Metro's vision to create TOCs, a mobility and development approach that is community-focused and context-responsive at its core. The TOC approach goes beyond the traditional transit oriented development (TOD) model to focus on shaping vibrant places that are compact, walkable, and bikeable community spaces, and acknowledge mobility as an integral part of the urban fabric.

Adjacent Development Leads to Transit Oriented Communities

Metro supports private development adjacent to transit as this presents a mutually beneficial opportunity to enrich the built environment and expand mobility options for users of developments. By connecting communities, destinations, and amenities through improved access to public transit, adjacent developments have the potential to reduce car dependency and greenhouse gas emissions; promote walkable and bikeable communities that accommodate more healthy and active lifestyles; improve access to jobs and economic opportunities; and create more opportunities for mobility – highly desirable features in an increasingly urbanized environment.

Metro is committed to working with stakeholders across the County to support the development of a sustainable, welcoming, and well-designed environment around its transit services and facilities. Acknowledging an unprecedented opportunity to influence how the built environment throughout Los Angeles County develops along and around transit and its facilities, Metro has created this Handbook – a resource for municipalities, developers, architects, and engineers to use in their land use planning, design, and development efforts. This Handbook presents a crucial first step in active collaboration with local stakeholders; finding partnerships that leverage Metro initiatives and support TOCs across Los Angeles County; and ensuring compatibility with transit infrastructure to minimize operational, safety, and maintenance issues.



Metro Adjacent Development Handbook

What are the Goals of the Handbook?

Metro is committed to partnering with local jurisdictions and providing information to developers early in project planning to identify potential synergies associated with building next to transit and reduce potential conflicts with transit infrastructure and services. Specifically, the Handbook is intended to guide the design, engineering, construction, and maintenance of structures within 100 feet of Metro ROW, including underground easements, on which Metro operates or plans to operate service, as well as in close proximity to or on Metro-owned non-revenue property and transit facilities.

Metro is interested in reviewing projects within 100 feet of its ROW – measured from the edge of the ROW outward – both to maximize integration opportunities with adjacent development and to ensure the structural safety of existing or planned transit infrastructure. As such, the Handbook seeks to:

- Improve communication, coordination, and understanding between developers, municipalities, and Metro.
- Streamline the development review process by coordinating a seamless, comprehensive agency review of all proposed developments near Metro facilities and properties.
- Highlight Metro operational needs and requirements to ensure safe, continuous service.
- Identify common concerns associated with developments adjacent to Metro ROW.
- Prevent potential impacts to Metro transit service or infrastructure.
- Maintain access to Metro facilities for patrons and operational staff.
- Avoid preventable conflicts resulting in increased development costs, construction delays, and safety impacts.
- Make project review transparent, clear, and more efficient.
- Assist in the creation of overall marketable and desirable developments.

Who Should Use the Handbook?

The Handbook is intended to be used by:

- Local jurisdictions who review, entitle, and permit development projects and/or develop policies related to land use, development standards, and mobility
- Developers, Project sponsors, architects, and engineers
- Entitlement consultants
- Property owners
- Builders/contractors
- Real estate agents
- Utility owners
- Environmental consultants

Metro Adjacent Development Handbook

How Should the Handbook be Used?

The Handbook complements requirements housed in the *Metro Adjacent Construction Design Manual*, which accompanies the *Metro Rail Design Criteria (MRDC)* and other governing documents that make up the *Metro Design Criteria and Standards*. This Handbook provides an overview and guide related to opportunities, common concerns, and issues for adjacent development and is organized into three categories to respond to different stages of the development process:



1 Site Planning & Design



2 Engineering









3 Construction Safety & Monitoring

Each page of the Handbook focuses on a specific issue and provides best practices to avoid potential conflicts and/or create compatibility with the Metro transit system. Links to additional resources listed at the bottom of each page may be found under Resources at the end of the Handbook. Definitions for words listed in *italics* may also be found at the end of this Handbook in the Glossary.

Metro will continue to revise the Handbook, as needed, to capture input from all parties and reflect evolving Best Practices in safety, operations, and transit-supportive development.



Types of Metro ROW & Transit Assets

Conditions	Description	Common Concerns for Metro with Adjacent Development
 <p>UNDERGROUND ROW</p>	Transit operates below ground in tunnels.	<ul style="list-style-type: none"> • Excavation support/tiebacks • Underground utilities • Shoring and structures • Ventilation shafts and street/sidewalk surface penetrations • Appendages (emergency exits, vents, etc.) • Surcharge loading of adjacent construction • Explosions • Noise and vibration/ground movement
 <p>ELEVATED ROW</p>	Transit operates on elevated structures, typically supported by columns.	<ul style="list-style-type: none"> • Upper level setbacks • Excavation support/tiebacks • Clearance from the OCS • Crane swings & overhead protection • Column foundations
 <p>OFF-STREET ROW</p>	Transit operates in dedicated ROW at street level, typically separated from private property or roadway by a fence or wall.	<ul style="list-style-type: none"> • Building setbacks from ROW • Travel sight distance/cone of visibility • Clearance from OCS • Crane swings & overhead protection • Storm water drainage for low impact development • Noise/vibration • Trackbed stability
 <p>ON-STREET ROW</p>	Transit operates within roadway at street level and is separated by fencing or a mountable curb.	<ul style="list-style-type: none"> • Setbacks from ROW • Travel sight distance/cone of visibility impeded by structures near ROW • Clearance from OCS • Crane swings & overhead protection • Driveways near ROW crossings • Noise/vibration • Trackbed stability
 <p>ON-STREET BUSES</p>	Metro buses operate on city streets. Bus stops are located on public sidewalks.	<ul style="list-style-type: none"> • Lane closures and re-routing • Bus stop access and temporary relocation
 <p>NON-REVENUE/ OPERATIONAL ASSETS</p>	Metro owns and maintains non-operational ROW and property used to support the existing and planned transit system (e.g. bus and rail maintenance facilities, transit plazas, traction power substations, park-and-ride lots).	<ul style="list-style-type: none"> • Adjacent structure setbacks • Adjacent excavation support/tiebacks • Ground movement • Underground utilities • Drainage • Metro access

Metro Adjacent Development Handbook

Metro Review Phases

To facilitate early and continuous coordination with development teams and municipalities, and to maximize opportunities for project-transit synergy, Metro employs a four-phase development review process for projects within 100 feet of its ROW and properties:



PRELIMINARY CONSULTATION

Project sponsor submits Metro In-Take Form and conceptual plans. Metro reviews and responds with preliminary considerations.

1. Project information is routed to impacted Metro departments for review and comment.
2. Metro coordinates a meeting at the request of the project sponsor or if Metro determines it necessary following preliminary review.
3. Metro submits comment letter with preliminary considerations for municipality and/or project sponsor. Metro recorded drawings and standards are provided as necessary.

2 Weeks



ENTITLEMENT

Metro receives CEQA notice from local municipality and responds with comments and considerations.

1. If project has not previously been reviewed, Metro routes project information to stakeholder departments for review and comment. If Project has been reviewed, Metro transmits the correspondence to departments to determine if additional comments are warranted. Municipality and project sponsor are contacted if additional information is required.
2. Metro coordinates design review meetings at the request of the project sponsor or if Metro determines them necessary following drawings review.
3. Metro prepares comment letter in response to CEQA notice and submits to municipality. Metro Engineering coordinates with project sponsor as necessary to approve project drawings.

2 4 Weeks



ENGINEERING & REFINEMENT

Dependent on the nature of the adjacent development, project sponsor submits architectural plans and engineering calculations for Metro review and approval.

1. Metro Engineering reviews project plans, calculations, and other materials. Review fees are paid as required.
2. Metro Engineering provides additional comments for further consideration or approves project drawings.
3. If required, Metro and project sponsor host additional meetings and maintain on-going coordination to ensure project design does not adversely impact Metro operations and facilities.

2-4 Weeks



CONSTRUCTION SAFETY & MONITORING

Dependent on the nature of the adjacent development, Metro coordinates with project sponsor to facilitate and monitor construction near transit services and structures.

1. As requested by Metro, project sponsor submits a Construction Work Plan for review and approval.
2. Project sponsor coordinates with Metro to temporarily relocate bus stops, reroute bus service, allocate track, and/or complete safety procedures in preparation for construction.
3. Metro representative monitors construction and maintains communication with project sponsor to administer the highest degree of construction safety provisions near Metro facilities.

Varies

Metro Coordination

Best Practices for Municipality Coordination

Metro suggests that local jurisdictions take the following steps to streamline the coordination process:

1. **Update GIS instruments with Metro ROW:** Integrate Metro ROW files into City GIS and/or Google Earth Files for all planning and development review staff.
2. **Flag Parcels:** Create an overlay zone through Specific Plans and/or Zoning Ordinance that “tags” parcels within 100’ from Metro ROW to require coordination with Metro early during the development process [e.g. City of Los Angeles Zone Information and Map Access System (ZIMAS)].
3. **Provide Resources:** Direct all property owners and developers interested in parcels within 100’ from Metro ROW to Metro resources (e.g. website, Handbook, In-Take Form, etc.).

Best Practices for Developer Coordination

Metro suggests that developers of projects adjacent to Metro ROW take the following steps to facilitate Metro project review and approval:

1. **Review Metro resources and policies:** The Metro Adjacent Development Review webpage and Handbook provide important resources for those interested in constructing on, adjacent, over, or under Metro right of way, non-revenue property, or transit facilities. Developers should familiarize themselves with these resources and keep in mind common adjacency concerns when planning a project.
2. **Contact Metro early during design process:** Metro welcomes the opportunity to provide feedback early in project design, allowing for detection and resolution of important adjacency issues, identification of urban design and system integration opportunities, and facilitation of permit approval.
3. **Maintain communication:** Frequent communication with stakeholder Metro departments during project design and construction will reinforce relationships and allow for timely project completion.







1.1 Supporting Transit Oriented Communities

Adjacent development plays a crucial role in shaping TOCs along and around Metro transit services and facilities. TOCs require an intentional orchestration of physical, aesthetic, and operational elements, and close coordination by all stakeholders, including Metro, developers, and municipalities.

Recommendation: Conceive projects as an integrated system that acknowledges context, builds on user needs and desires, and implements elements of placemaking. Metro is interested in collaborating with projects and teams that, in part or wholly:

- Integrate a mix of uses to create lively, vibrant places that are active day and night.
- Include a combination of buildings and public spaces to define unique and memorable places.
- Explore a range of densities and massing to optimize building functionality while acknowledging context-sensitive scale and architectural form.
- Activate ground floor with retail and outdoor seating/activities to bring life to the public environment.
- Prioritize pedestrian scaled elements to create spaces that are comfortable, safe, and enjoyable.
- Provide seamless transitions between uses to encourage non-motorized mobility, improve public fitness and health, and reduce road congestion.
- Reduce and hide parking to focus on pedestrian activity.
- Prevent crime through environmental design.
- Leverage regulatory TOD incentives to design a more compelling project that capitalizes on transit adjacency and economy of scales.
- Utilize Metro policies and programs supporting a healthy, sustainable, and welcoming environment around transit service and facilities.



The Wilshire/Vermont Metro Joint Development project leveraged existing transit infrastructure to catalyze a dynamic and accessible urban environment. The project accommodates portal access into the Metro Rail system and on-street bus facilities.

Links to Metro policies and programs may be found in the [Resources Section](#) of this Handbook.



1.2 Enhancing Access to Transit

Metro seeks to create a comprehensive, integrated transportation network and supports infrastructure and design that allows safe and convenient access to its multimodal services. Projects in close proximity to Metro's services and facilities present an opportunity to enhance the public realm and connections to/from these services for transit patrons as well as users of the developments.

Recommendation: Design projects with transit access in mind. Project teams should capitalize on the opportunity to improve the built environment and enhance the public realm for pedestrians, bicyclists, persons with disabilities, seniors, children, and users of green modes. Metro recommends that projects:

- Orient major entrances to transit service, making access and travel intuitive and convenient.
- Plan for a continuous canopy of shade trees along all public right-of-way frontages to improve pedestrian comfort to transit facilities.
- Add pedestrian lighting along paths to transit facilities and nearby destinations.
- Integrate wayfinding and signage into project design.
- Enhance nearby crosswalks and ramps.
- Ensure new walkways and sidewalks are clear of any obstructions, including utilities, traffic control devices, trees, and furniture.
- Design for seamless, multi-modal pedestrian connections, making access easy, direct, and comfortable.



The City of Santa Monica leveraged investments in rail transit and reconfigured Colorado Avenue to form a multi-modal first/last mile gateway to the waterfront from the Expo Line Station.

Additional Resources:

[Metro Active Transportation Strategic Plan](#)

[Metro Complete Streets Policy](#)

[Metro First/Last Mile Strategic Plan](#)

[Metro Transit Supportive Planning Toolkit](#)



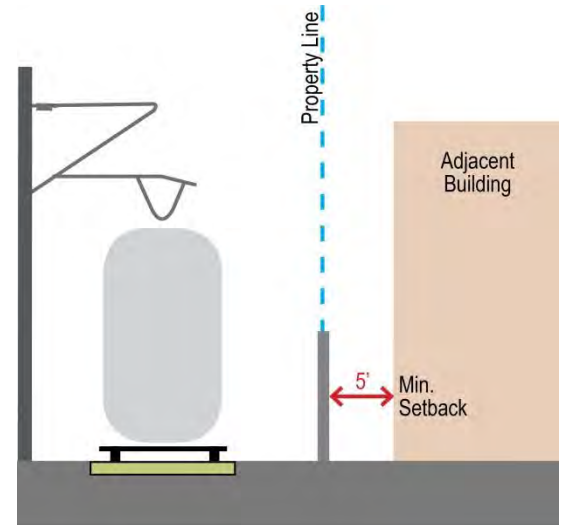
1.3 Building Setback

Buildings and structures with a zero lot setback abutting Metro ROW are of prime concern to Metro. Encroachment onto Metro property to construct or maintain buildings is strongly discouraged as this presents safety hazards and may disrupt transit service and/or damage Metro infrastructure.

Recommendation: Metro strongly encourages development plans include a minimum setback of five (5) feet to buildings from the Metro ROW property line to accommodate the construction and maintenance of structures without the need to encroach upon Metro property. As local jurisdictions also have building setback requirements, new developments should comply with the greater of the two requirements.

Entry into the ROW by parties other than Metro and its affiliated partners requires written approval. Should construction or maintenance of a development necessitate temporary or ongoing access to Metro ROW, a Metro *Right of Entry Permit* must be requested and obtained from Metro Real Estate for every instance access is required. Permission to enter the ROW is granted solely at Metro's discretion.

Refer to Section 3.2 –Track Access and Safety for additional information pertaining to ROW access in preparation for construction activities.



A minimum setback of five (5) feet between an adjacent structure and Metro ROW is strongly encouraged.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)



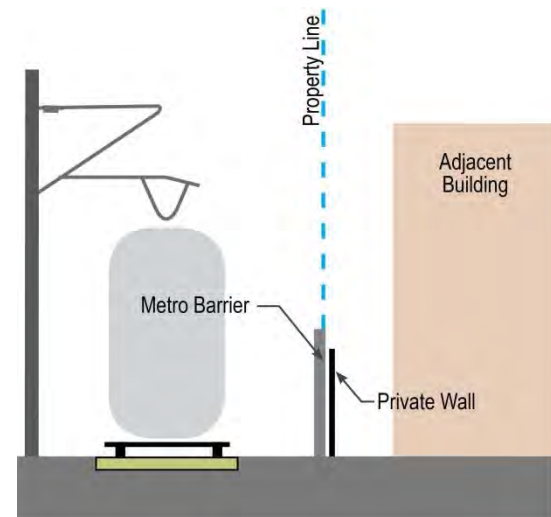
1.4 Shared Barrier Construction & Maintenance

In areas where Metro ROW abuts private property, barrier construction and maintenance responsibilities can rise to be a point of contention with property owners. When double barriers are constructed, the gap created between the Metro-constructed fence and a private property owner's fence can accumulate trash and make regular maintenance challenging without accessing the other party's property.

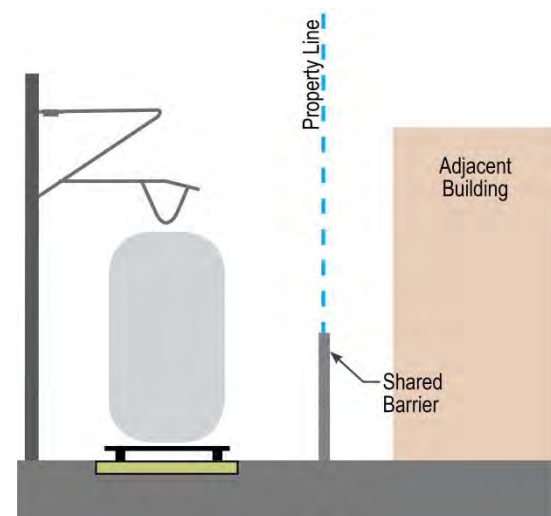
Recommendation: Metro strongly prefers a single barrier condition along its ROW property line. With an understanding that existing conditions along ROW boundaries vary throughout Los Angeles County, Metro recommends the following, in order of preference:

1. Enhance existing Metro barrier: if structural capacity allows, private property owners and developers should consider physically affixing improvements onto and building upon Metro's existing barrier. Metro is amenable to barrier enhancements such as increasing barrier height and allowing private property owners to apply architectural finishes to their side of Metro's barrier.
2. Replace existing barrier(s): if conditions are not desirable, remove and replace any existing barrier(s), including Metro's, with a new single barrier built on the property line.

Metro is amenable to sharing costs for certain improvements that allow for clarity in responsibilities and adequate ongoing maintenance from adjacent property owners without entering Metro's property. Metro Real Estate should be contacted with case-specific questions and will need to approve shared barrier design, shared-financing, and construction.



Double barrier conditions allow trash accumulation and create maintenance challenges for Metro and adjacent property owners.



Metro prefers a single barrier condition along its ROW property line.



1.5 Project Orientation & Noise Mitigation

Metro may operate in and out of revenue service 24 hours per day, every day of the year, and can create noise and vibration (i.e. horns, power washing). Transit service and maintenance schedules cannot be altered to avoid noise for adjacent developments. However, noise and vibration impacts can be reduced through building design and orientation.

Recommendations: Use building orientation, programming, and design techniques to reduce noise and vibration for buildings along Metro ROW:

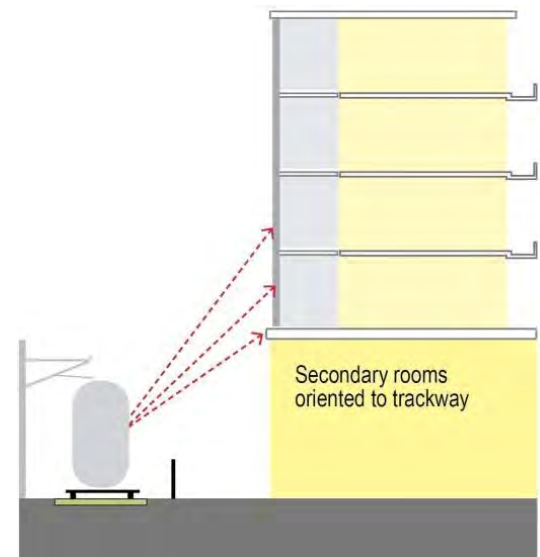
- Locate “back of house” rooms (e.g. bathrooms, stairways, laundry rooms) along ROW, rather than noise sensitive rooms (e.g. bedrooms and family rooms)
- Use upper level setbacks and locate living spaces away from ROW.
- Enclose balconies.
- Install double-pane windows.
- Include language disclosing potential for noise, vibration, and other impacts due to transit proximity in terms and conditions for building lease/sale agreements to protect building owners/sellers from tenant/buyer complaints.

Developers are responsible for any noise mitigation required, which may include engineering designs for mitigation recommended by Metro or otherwise required by local municipalities. A recorded *Noise Easement Deed* in favor of Metro may be required for projects within 100' of Metro ROW to ensure notification to tenants and owners of any proximity issues.

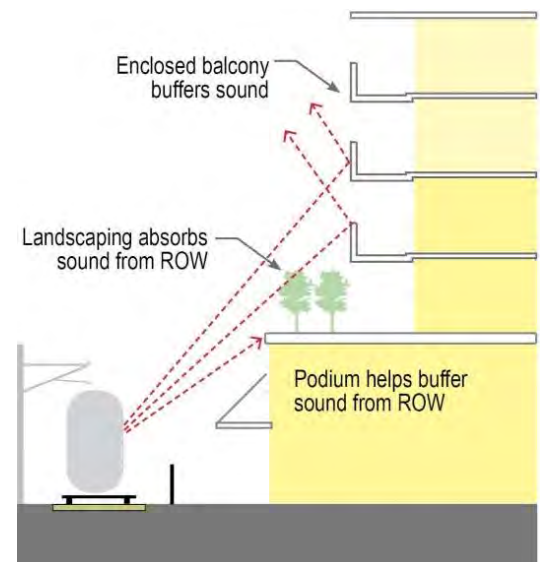
Additional Resources:

[Noise Easement Deed](#)

[MRDC, Section 2 – Environmental Considerations](#)



Building orientation can be designed to face away from tracks, reducing the noise and vibration impacts.



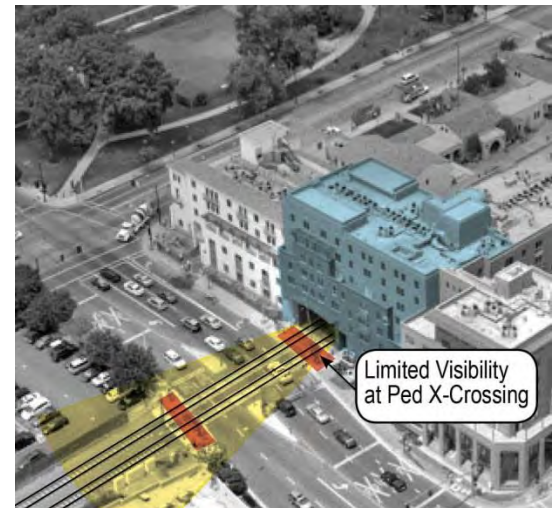
Strategic placement of podiums and upper-level setbacks on developments near Metro ROW can reduce noise and vibration impacts.



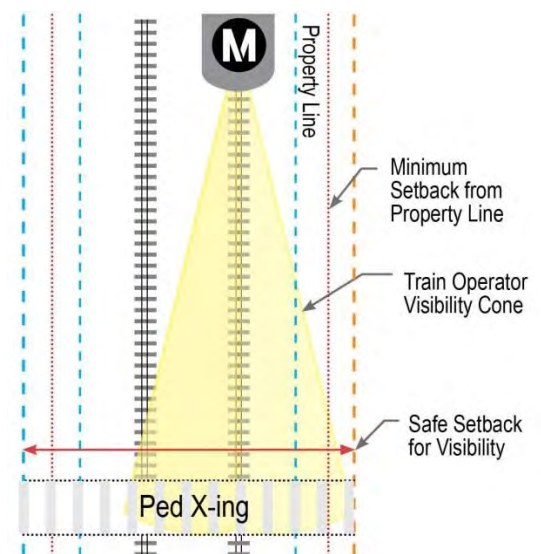
1.6 Sightlines at Crossings

Developments adjacent to Metro ROW can present visual barriers to transit operators approaching vehicular and pedestrian crossings. Buildings and structures in close proximity to transit corridors can reduce sightlines and create blind corners where operators cannot see pedestrians. This requires operations to reduce train speeds, which decreases the efficiency of transit service.

Recommendation: Design buildings to maximize transit service sightlines at crossings, leaving a clear *cone of visibility* to oncoming vehicles and pedestrians. Metro Operations will review, provide guidance, and determine the extent of operator visibility for safe operations. If the building envelope overlaps with the visibility cone near pedestrian and vehicular crossings, a building setback may be needed to ensure safe transit service. The cone of visibility at crossings and required setback will be determined based on vehicle approach speed.



Limited sightlines for trains approaching street crossings create unsafe conditions.



Visibility cones allow train operators to respond to safety hazards.

Additional Resources:

[MRDC, Section 4 – Guideway and Trackwork](#)

[MRDC, Section 12 – Safety, Security, & System Assurance](#)

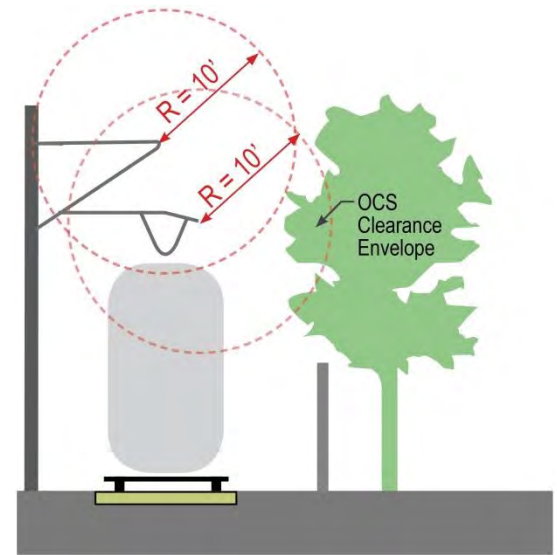


1.7 Transit Envelope Clearance

Metro encourages density along and around transit service as well as greening of the urban environment through the addition of street trees and landscaping. However, building appurtenances, such as balconies, facing rail ROW may pose threats to Metro service as clothing or other décor could blow into the OCS. Untended landscaping and trees can also grow into the OCS above light rail lines, creating electrical safety hazards as well as visual and physical impediments for trains.

Recommendation: Project elements facing or located adjacent to the ROW should be designed to avoid potential conflicts with Metro transit vehicles and infrastructure. Metro recommends that projects:

- Maintain building appurtenances and landscaping at a minimum distance of ten (10) feet from the OCS and support structures.
- Plan for landscape maintenance from private property and not allow growth into the Metro ROW. Property owners will not be permitted to access Metro property to maintain private development.
- Design buildings such that balconies do not provide direct access to ROW access.



Adjacent structures and landscaping should be sited to avoid conflicts with the rail OCS.

Additional Resources:

[MRDC, Section 4 – Guideway and Trackwork](#)

[MRDC, Section 6 – Architectural](#)

[MRDC, Section 12 – Safety, Security, & System Assurance](#)

1 Site Planning & Design



1.8 Bus Stops & Zones Design

Metro Bus serves 15,967 bus stops throughout the diverse landscape that is Los Angeles County. Typically located on sidewalks within the public right-of-way owned and maintained by local jurisdictions, existing bus stop conditions vary from well-lit and sheltered spaces to uncomfortable and unwelcoming zones. Metro is interested in working with developers and local jurisdiction to create a vibrant public realm around new developments by strengthening multi-modal access to/from Metro transit stops and enhancing the pedestrian experience.

Recommendation: When designing around existing or proposed bus stops, Metro recommends project teams:

- Review Metro's Transit Service Policy: Appendix D, which provides standards for design and operation of bus stops and zones for near-side, far-side, and mid-block stops. In particular, adjacent projects should:
 - Accommodate 6' x 8' landing pads at bus doors.
 - Install a concrete bus pad within each bus stop zone to avoid asphalt damage.
- Replace stand-alone bus stop signs with bus shelters that include benches and adequate lighting.
- Design wide sidewalks (15' preferred) that accommodate bus landing pads as well as street furniture, landscape, and user travel space.
- Ensure final design of stops and surrounding sidewalk allows passengers with disabilities a clear path of travel.
- Place species of trees in quantities and spacing that will provide a continuous shade canopy in paths of travel to access transit stops. These must be placed far enough away from the curb and adequately maintained to prevent visual and physical impediments for buses when trees reach maturity.
- Locate and design driveways to avoid conflicts with on-street services and pedestrian traffic.

Additional Resources:

[Metro Transit Service Policy](#)



Well-designed and accessible bus stops are beneficial amenities for both transit riders and users of adjacent developments.

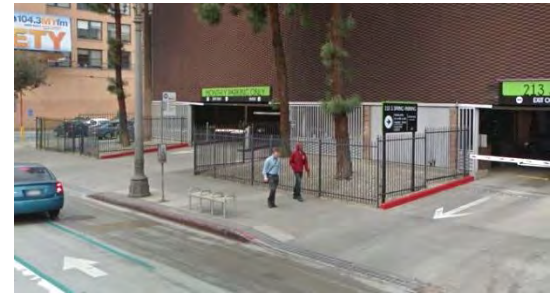


1.9 Driveways/Access Management

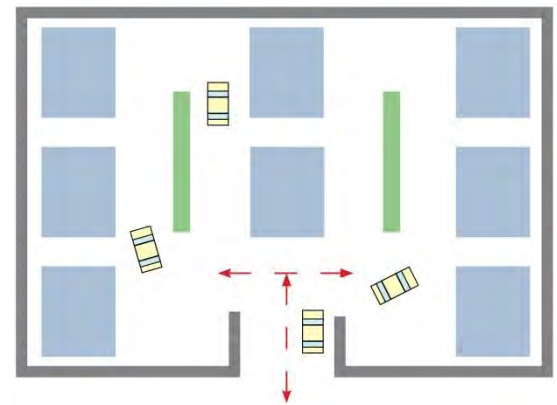
Driveways adjacent to on-street bus stops can create conflict for pedestrians walking to/from or waiting for transit. Additionally, driveways accessing parking and loading at project sites near Metro Rail and BRT crossings can create queuing issues along city streets and put vehicles in close proximity with fast moving trains and buses.

Recommendation: Metro encourages new developments to promote a lively public space mutually beneficial to the project and Metro by providing safe, comfortable, convenient, and direct connections to transit. Metro recommends that projects:

- Place driveways along side streets and alleys, away from on-street bus stops and transit crossings to minimize safety conflicts between active tracks, transit vehicles, and people, as well as queuing on streets.
- Locate vehicular driveways away from transit crossings or areas that are likely to be used as waiting areas for transit services.
- Program loading docks away from sidewalks where transit bus stop activity is/will be present.
- Consolidate vehicular entrances and reduce width of driveways.
- Raise driveway crossings to be flush with the sidewalk, slowing automobiles entering and prioritizing pedestrians.
- Separate pedestrian walkways to minimize conflict with vehicles and encourage safe non-motorized travel.



Driveways in close proximity to each other compromise safety for those walking to/from transit and increase the potential for vehicle-pedestrian conflicts.



A consolidated vehicular entrance greatly reduces the possibility for vehicle-pedestrian conflicts.

Additional Resources:

[Metro First/Last Mile Strategic Plan](#)
[MRDC, Section 3 – Civil](#)





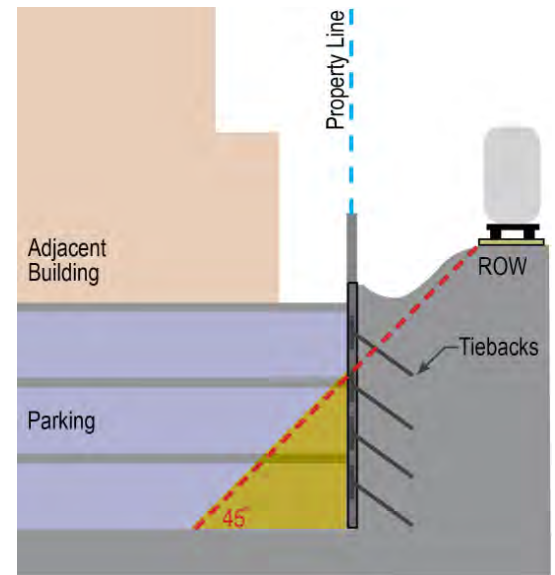


2.1 Excavation Support System Design

Excavation near Metro ROW has the potential to disturb adjoining soils and jeopardize the support of existing Metro infrastructure. Any excavation which occurs within the geotechnical *foul zone* is subject to Metro review and approval. The geotechnical zone of influence shall be defined as the area below the track-way as measured from a 45-degree angle from the edge of the rail track ballast. Construction within this vulnerable area poses a potential risk to Metro service and safety and triggers additional safety regulations.

Recommendation: Coordinate with Metro Engineering staff for review and approval of structural and support of excavation drawings prior to the start of excavation or construction. Tie backs encroaching into Metro ROW may require a tie back easement or license, at Metro's discretion.

Any excavation/shoring within Metrolink operated and maintained ROW would require compliance with Metrolink Engineering standards and guidelines.



An underground structure located within the ROW foul zone would require additional review by Metro.

Additional Resources:

[Metrolink Engineering & Construction Requirements](#)

[MRDC, Section 3 – Civil](#)

[MRDC, Section 5 – Structural/Geotechnical](#)

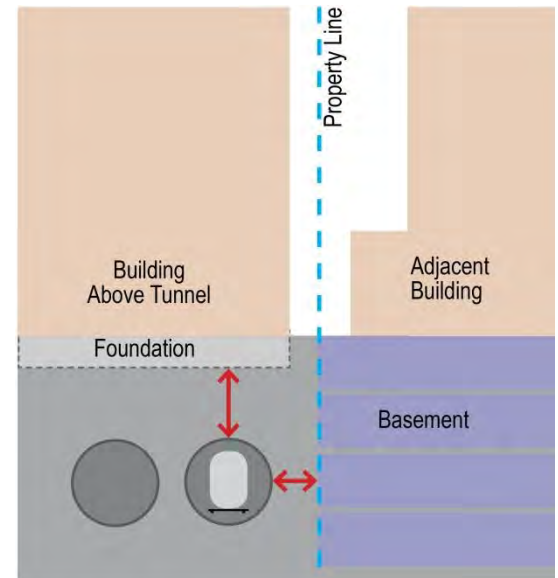


2.2 Proximity to Stations & Tunnels

Metro supports development of commercial and residential properties near transit services and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of the developments. However, construction adjacent to, over, or under underground Metro facilities (tunnels, stations and appendages) is of great concern and should be coordinated closely with Metro Engineering.

Recommendation: Dependent on the nature of the adjacent construction, Metro will need to review the geotechnical report, structural foundation plans, sections, shoring plan sections and calculations. Metro typically seeks to maintain a minimum eight (8) foot clearance from existing Metro facilities to new construction (shoring or tiebacks). It will be incumbent upon the developer to demonstrate, to Metro's satisfaction, that both the temporary support of construction and the permanent works do not adversely affect the structural integrity, safety or continued efficient operation of Metro facilities.

Metro may require monitoring where such work will either increase or decrease the existing overburden (i.e. weight) to which the tunnels or facilities are subjected. When required, the monitoring will serve as an early indication of excessive structural strain or movement. Additional information regarding monitoring requirements, which will be determined on a case-by-case basis, may be found in Section 3.4, Excavation Drilling/Monitoring.



Underground tunnels in close proximity to adjacent basement structure.

Additional Resources:

[MRDC, Section 3 – Civil](#)

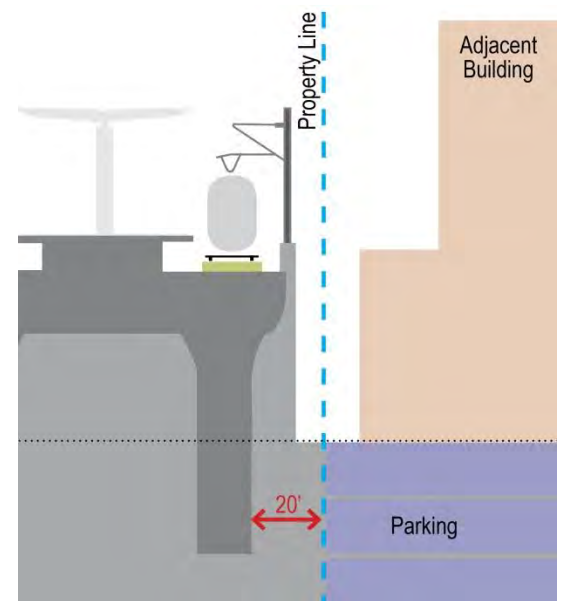
[MRDC, Section 5 – Structural/Geotechnical](#)



2.3 Protection from Explosion/Blast

Metro is obligated to ensure the safety of public transit infrastructure from potential explosive sources which could originate from adjacent underground structures or from at grade locations, situated below elevated *guideways* or stations. Blast protection setbacks or mitigation may be required for large projects constructed near critical Metro facilities.

Recommendation: Avoid locating underground parking or basement structures within twenty (20) feet from an existing Metro tunnel or facility (exterior face of wall to exterior face of wall). Adjacent developments which are within this 20-foot envelope may be required to undergo a *Threat Assessment and Blast/Explosion Study* subject to Metro review and approval.



An underground structure proposed within twenty (20) feet of a Metro structure may require a threat assessment and blast/explosion study.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

[MRDC, Section 3 – Civil](#)

[MRDC, Section 5 – Structural/Geotechnical](#)







3

Construction Safety & Monitoring

3 Construction Safety & Monitoring



3.1 Pre-Construction Coordination

Metro is concerned with impacts on service requiring single tracking, line closures, speed restrictions, and *bus bridging* occurring as a result of adjacent project construction. Projects that will require work over, under, adjacent, or on Metro property or ROW and include operation of machinery, scaffolding, or any other potentially hazardous work are subject to evaluation in preparation for and during construction to maintain safe operations and passenger wellbeing.

Recommendation: Following an initial screening of the project, additional coordination may be determined to be necessary. Dependent on the nature of the adjacent construction, developers may be requested to perform the following as determined on a case-by-case basis:



Metro staff oversees construction for the Purple Line extension.

- Submit a construction work plan and related project drawings and specifications for Metro review.
- Submit a contingency plan, show proof of insurance coverage, and issue current certificates.
- Provide documentation of contractor qualifications.
- Complete pre-construction surveys, perform baseline readings, and install movement instrumentation.
- Complete readiness review and perform practice run of shutdown per contingency plan.
- Confirm a ROW observer or other safety personnel and an inspector from the parties.
- Establish a coordination process for access and work in or adjacent to ROW for the duration of construction.

Project teams will be responsible for the costs of adverse impacts on Metro transit operations caused by work on adjacent developments, including remedial work to repair damage to Metro property, facilities, or systems. Additionally, a review fee may be assessed based on an estimate of required level of effort provided by Metro.

All projects adjacent to Metrolink infrastructure will require compliance with SCRRRA Engineering Standards and Guidelines.

Additional Resources:

[Metrolink Engineering & Construction Requirements](#)

[Metro Adjacent Construction Design Manual](#)

3 Construction Safety & Monitoring



3.2 Track Access and Safety

Permission is needed from Metro to enter Metro property for construction and maintenance along, above, or under Metro ROW as these activities can interfere with Metro utilities and service and pose a safety hazard to construction teams and transit riders. Track access is solely at Metro's discretion and is discouraged to prevent electrocution and collisions with construction workers or machines.

Recommendation: To work in or adjacent to Metro ROW, the following must be obtained and/or completed:



Trained flaggers ensure the safe crossing of pedestrians and workers of an adjacent development.

- Right-of-Entry Permit/Temporary Construction Easement: All access to and activity on Metro property, including easements necessary for construction of adjacent projects, must be approved through a Right-of-Entry Permit and/or a Temporary Construction Easement obtained from Metro Real Estate and may require a fee.
- Track Allocation: All work on Metro Rail ROW must receive prior approval from Metro Rail Operations Control. Track Allocation identifies, reserves, and requests changes to normal operations for a specific track section, line, station, location, or piece of equipment to allow for safe use by a non-Metro entity.
- Safety Training: All members of the project construction team will be required to attend Metro Safety Training in advance of work activity.
- Construction Work Plan: Dependent on the nature of adjacent construction, Metro may request a construction work plan, which describes means and methods and other construction plan details, to ensure the safety of transit operators and patrons.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

[Safety Training](#)

[Track Allocation](#)

3 Construction Safety & Monitoring



3.3 Construction Hours

To maintain public safety and access for Metro riders, construction should be planned, scheduled, and carried out in a way to avoid impacts to Metro service and maintenance. Metro may limit hours of construction which impact Metro ROW to night or off-peak hours so as not to interfere with Metro revenue service.

Recommendations: In addition to receiving necessary construction approvals from the local municipality, all construction work on or in close proximity to Metro ROW must be scheduled through the Track Allocation Process, detailed in Section 3.2.

Metro prefers that adjacent construction that has the potential to impact normal, continuous Metro operations take place during non-revenue hours (approximately 1:00a.m.-4:00a.m.) or during non-peak hours to minimize impacts to service. The project sponsor may be responsible for additional operating costs resulting from disruption to normal Metro service.



Construction during approved hours ensures the steady progress of adjacent development construction as well as performance of Metro's transit service.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

[MRDC, Section 10 – Operations](#)

[Track Allocation](#)

3 Construction Safety & Monitoring



3.4 Excavation/Drilling Monitoring

Excavation is among the most hazardous construction activities and can pose threats to the structural integrity of Metro's transit infrastructure.

Recommendation: Excavation and shoring plans adjacent to the Metro ROW shall be reviewed and approved by Metro Engineering prior to commencing construction.

Geotechnical instrumentation and monitoring will be required for all excavations occurring within Metro's *geotechnical zone of influence*, where there is potential for adversely affecting the safe and efficient operation of transit vehicles. Monitoring of Metro facilities due to adjacent construction may include the following as determined on a case-by-case basis:

- Pre- and post-construction condition surveys
- Extensometers
- Inclinometers
- Settlement reference points
- Tilt-meters
- Groundwater observation wells
- Movement arrays
- Vibration monitoring



Rakers and tiebacks provide temporary support during construction.



A soldier pile wall supports adjacent land during construction.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

[MRDC, Section 3 – Civil](#)

[MRDC, Section 5 – Structural/Geotechnical](#)

3 Construction Safety & Monitoring

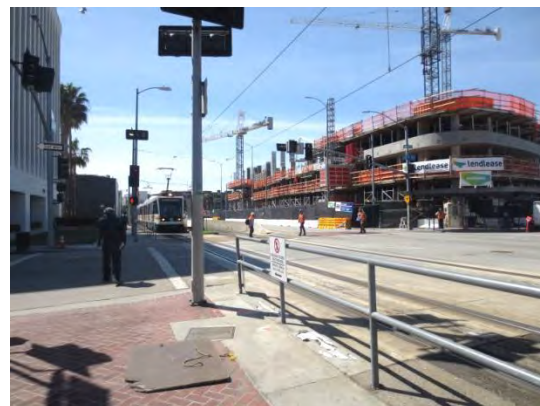


3.5 Crane Operations

Construction activities adjacent to Metro ROW will often require moving large, heavy loads of building materials and machinery by cranes. Cranes referred to in this section include all power operated equipment that can hoist, lower, and horizontally move a suspended load. There are significant safety issues to be considered for the operators of crane devices as well as Metro patrons and operators.

Recommendations: Per California Occupational Safety and Health Administration (Cal/OSHA) standards, cranes operated near the OCS must maintain a twenty (20) foot clearance from the OCS. In the event that a crane or its load needs to enter the 20-foot envelope, OCS lines must be de-energized.

Construction activities which involve swinging a crane and suspended loads over Metro facilities or bus passenger areas shall not be performed during revenue hours. The placement and swing of this equipment are subject to Metro review and possible work plan.



Construction adjacent to the Pico Rail Station in Downtown Los Angeles.



Construction adjacent to the Chinatown Rail Station.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)
[Cal/OSHA](#)

3 Construction Safety & Monitoring



3.6 Construction Barriers & Overhead Protection

During construction, falling objects can damage Metro facilities, and pose a safety concern to the patrons accessing them.

Recommendations: Vertical construction barriers and overhead protection compliant with Metro and Cal OSHA requirements shall be constructed to prevent objects from falling into the Metro ROW or areas designed for public access to Metro facilities. A protection barrier shall be constructed to cover the full height of an adjacent project and overhead protection from falling objects shall be provided over Metro ROW as necessary. Erection of the construction barriers and overhead protection for these areas shall be done during Metro non-revenue hours.



A construction barrier is built at the edge of the site to protect tracks from adjacent work.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

3 Construction Safety & Monitoring



3.7 Pedestrian & Emergency Access

Metro's ridership relies on the consistency and reliability of access and *wayfinding* to/from stations, stops, and facilities. Construction on adjacent developments must not obstruct fire department access, emergency egress, or otherwise present a safety hazard to Metro operations, its employees, patrons, and the general public. Fire access and safe escape routes within all Metro stations, stops, and facilities must be maintained.

Recommendations: The developer shall ensure pedestrian access to Metro stations, stops, and transit facilities is compliant with the Americans with Disabilities Act (ADA) and maintained during construction:

- Temporary fences, barricades, and lighting should be installed and watchmen provided for the protection of public travel, the construction site, adjacent public spaces, and existing Metro facilities.
- Temporary signage should be installed where necessary and in compliance with the latest California Manual on Uniform Traffic Control Devices and in coordination with Metro Art and Design Standards.
- Emergency exits shall be provided and be clear of obstructions at all times.
- Access shall be maintained for utilities such as fire hydrants, stand pipes/connections, and fire alarm boxes as well as Metro-specific infrastructure such as fan and vent shafts.



Sidewalk access is blocked for construction project, forcing pedestrians into street or to use less direct paths to the Metro facility.

Additional Resources:

[California Manual on Uniform Traffic Control Devices](#)

[Metro Adjacent Construction Design Manual](#)

[Metro Signage Standards](#)

3 Construction Safety & Monitoring



3.8 Impacts to Bus Routes & Stops

During construction, bus stops and routes may need to be temporarily relocated. Metro needs to be informed of activities that require removal and/or relocation in order to ensure uninterrupted service.

Recommendations: During construction, existing bus stops must be maintained or relocated consistent with the needs of Metro Bus Operations. Design of temporary and permanent bus stops and surrounding sidewalk area must be ADA-compliant and allow passengers with disabilities a clear path of travel to the transit service. Metro Bus Operations Control Special Events and Metro Stops & Zones Department should be contacted at least 30 days in advance of initiating construction activities



Temporary and permanent relocation of bus stops and layover zones will require coordination between developers, Metro, and other municipal bus operators, and local jurisdictions.

Additional Resources:

[Metro Transit Service Policy](#)
[MRDC, Section 3 – Civil](#)

3 Construction Safety & Monitoring



3.9 Utility Coordination

Construction has the potential to interrupt utilities that Metro relies on for safe operations and maintenance. Utilities of concern to Metro include but are not limited to: condenser water piping, potable/fire water, and storm and sanitary sewer lines, as well as electrical/telecommunication services.

Recommendations: Temporary and permanent utility impacts and relocation near Metro facilities should be addressed during project design and engineering to avoid conflicts during construction.

The contractor shall protect existing aboveground and underground Metro utilities during construction and coordinate with Metro to receive written approval for any utilities pertinent to Metro facilities that may be verified, used, interrupted, or disturbed.

When electrical power outages or support functions are required, the approval must be obtained through Metro Track Allocation.



Coordination of underground utilities is critical.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

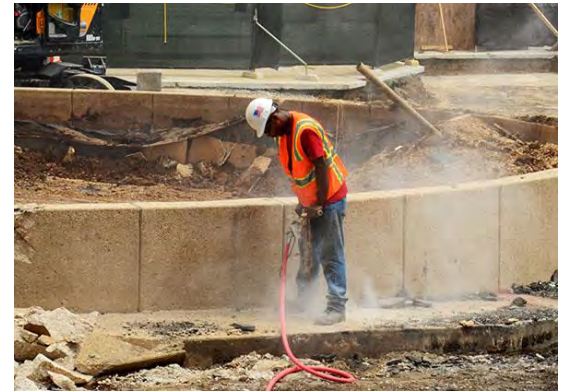
3 Construction Safety & Monitoring



3.10 Air Quality & Ventilation Protection

Hot or foul air, fumes, smoke, steam, and dust from adjacent construction activities can negatively impact Metro facilities, service, and users.

Recommendation: Hot or foul air, fumes, smoke, and steam from adjacent facilities must not be discharged within 40 feet of existing Metro facilities, including but not limited to: ventilation system intake shafts or station entrances. Should fumes be discharged within 40 feet of Metro intake shafts, a protection panel around each shaft shall be required.



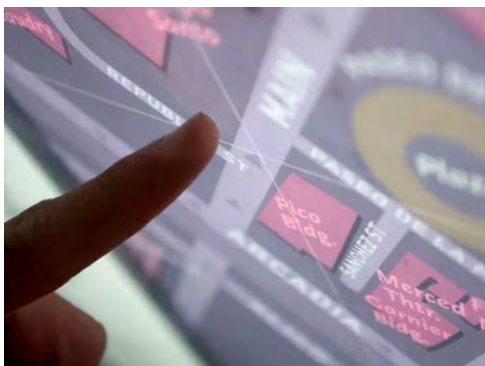
A worker breaks up concrete creating a cloud of silica dust.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)
[MRDC, Section 8 – Mechanical](#)

Resources

The following provides Metro contact information and a list of programs, policies, and online resources that should be considered when planning projects within 100 feet of Metro ROW – including underground easements – and in close proximity to non-revenue transit facilities and property:



Metro encourages developers and municipalities to leverage digital resources and data sets to maximize opportunities inherent in transit adjacency.

Metro Adjacent Development Contact Information & Resources

Please direct any questions to the Metro Adjacent Development team at:

- 213-418-3484
- DevReview@metro.net

Metro Adjacent Development Review Webpage:

<https://www.metro.net/projects/devreview/>

Metro Right-of-Way GIS Data

Metro maintains a technical resource website housing downloadable data sets and web services. Developers and municipalities should utilize available Metro right-of-way GIS data to appropriately plan and coordinate with Metro when proposing projects within 100' of Metro right-of-way:

<https://developer.metro.net/portfolio-item/metro-right-of-way-gis-data/>

Metro Design Criteria & Standards

Metro standard documents are periodically updated and are available upon request:

- Metro Adjacent Construction Design Manual
- Metro Rail Design Criteria (MRDC)
- Metro Rail Directive Drawings
- Metro Rail Standard Drawings
- Metro Signage Standards

Metrolink Standards & Procedures

Engineering & Construction

<https://www.metrolinktrains.com/about/agency/engineering--construction/>

Metro Policies & Plans

Active Transportation Strategic Plan, 2016

<https://www.metro.net/projects/active-transportation-strategic-plan/>

Complete Streets Policy, 2014

<https://www.metro.net/projects/countywide-planning/metros-complete-streets-policy-requirements/>

Countywide Sustainability Planning Policy & Implementation Plan, 2012

https://media.metro.net/projects_studies/sustainability/images/countywide_sustainability_planning_policy.pdf

First/Last Mile Strategic Plan, 2014

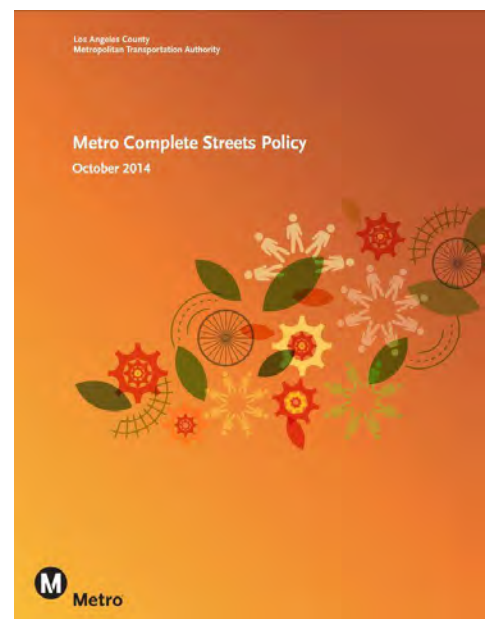
https://media.metro.net/docs/First_Last_Mile_Strategic_Plan.pdf

Transit Service Policy, 2015

https://media.metro.net/images/service_changes_transit_service_policy.pdf



Major construction at the Metrolink San Bernardino Station.



Metro Complete Streets Policy

Resources



Metro Bike Hub at Los Angeles Union Station

Metro Programs & Toolkits

Bike Hub

<https://bikehub.com/metro/>

Bike Share for Business

<https://bikeshare.metro.net/for-business/>

Green Places Toolkit

<https://www.metro.net/interactives/greenplaces/index.html>

Transit Oriented Communities

<https://www.metro.net/projects/transit-oriented-communities/>

Transit Passes

Annual and Business Access Passes

<https://www.metro.net/riding/eapp/>

College/Vocational Monthly Pass

<https://www.metro.net/riding/fares/collegevocational/>

Transit Supportive Planning Toolkit

<https://www.metro.net/projects/tod-toolkit/>

Useful Policies & Resources

ADA Standards for Accessible Design, 2010

U.S. Department of Justice.

https://www.ada.gov/2010ADASTandards_index.htm

California Manual on Uniform Traffic Control Devices.

State of California Department of Transportation

<http://www.dot.ca.gov/trafficops/tcd/signcharts.html>

California Occupational Safety and Health Administration (Cal/OSHA)

State of California Department of Industrial Relations

<http://www.dir.ca.gov/dosh/>



Glossary

Cone of Visibility – a conical space at the front of moving transit vehicles allowing for clear visibility of travel way and/or conflicts.

Construction Work Plan (CWP) – project management document outlining the definition of work tasks, choice of technology, estimation of required resources and duration of individual tasks, and identification of interactions among the different work tasks.

Flagger/Flagman – person who controls traffic on and through a construction project. Flaggers must be trained and certified by Metro Rail Operations prior to any work commencing in or adjacent to Metro ROW.

Geotechnical Foul Zone – area below a track-way as measured from a 45-degree angle from the edge of the rail track ballast.

Guideway – a channel, track, or structure along which a transit vehicle moves.

Heavy Rail Transit (HRT) – Metro HRT systems include exclusive ROW (mostly subway) trains up to six (6) cars long (450') and utilize a contact rail for traction power distribution (e.g. Metro Red Line).

Light Rail Transit (LRT) – Metro LRT systems include exclusive, semi-exclusive, or street ROW trains up to three (3) cars long (270') and utilize OCS for traction power distribution (e.g. Metro Blue Line).

Measure R – half-cent sales tax for Los Angeles County approved in November 2008 to finance new transportation projects and programs. The tax expires in 2039.

Measure M – half-cent sales tax for LA County approved in November 2016 to fund transportation improvements, operations and programs, and accelerate projects already in the pipeline. The tax will increase to one percent in 2039 when Measure R expires.

Metrolink – a commuter rail system with seven lines throughout Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego counties governed by the Southern California Regional Rail Authority.

Metro Adjacent Construction Design Manual – Volume III of the Metro Design Criteria & Standards which outlines the Metro adjacent development review procedure as well as operational requirements when constructing over, under, or adjacent to Metro facilities, structures, and property.

Metro Bus – Metro “Local” and “Rapid” bus service runs within the street, typically alongside vehicular traffic, though occasionally in “bus-only” lanes.

Metro Bus Rapid Transit (BRT) – high quality bus service that provides faster and convenient service through the use of dedicated ROW, branded vehicles and stations, high frequency and intelligent transportation systems, all door boarding, and intersection crossing priority. Metro BRT generally runs within the center of freeways and/or within dedicated corridors.

Metro Design Criteria and Standards – a compilation of documents that govern how Metro transit service and facilities are designed, constructed, operated, and maintained.

Metro Rail – urban rail system serving Los Angeles County consisting of six lines, including two subway lines (Red and Purple Lines) and four light rail lines (Blue, Green, Gold, and Expo Lines).

Metro Rail Design Criteria (MRDC) – Volume IV of the Metro Design Criteria & Standards which establishes design criteria for preliminary engineering and final design of a Metro Project.

Metro Transit Oriented Communities – land use planning and community development program that seeks to

maximize access to transportation as a key organizing principle and promote equity and sustainable living by offering a mix of uses close to transit to support households at all income levels, as well as building densities, parking policies, urban design elements and first/last mile facilities that support ridership and reduce auto dependency.

Noise Easement Deed – easement completed by property owners abutting Metro ROW acknowledging use and possible results of transit vehicle operation on the ROW.

Overhead Catenary System (OCS) – one or more electrified wires (or rails, particularly in tunnels) situated over a transit ROW that transmit power to light rail trains via pantograph, a current collector mounted on the roof of an electric vehicle. Metro OCS is supported by hollow poles placed between tracks or on the outer edge of parallel tracks.

Right of Entry Permit – written approval granted by Metro Real Estate to enter Metro ROW and property.

Right of Way (ROW) –the composite total requirement of all interests and uses of real property needed to construct, maintain, protect, and operate the transit system.

Southern California Regional Rail Authority (SCRRA) – a joint powers authority made up of an 11-member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. SCRRA governs and operates Metrolink service.

Threat Assessment and Blast/Explosion Study – analysis performed when adjacent developments are proposed within twenty (20) feet from an existing Metro tunnel or facility.

Track Allocation/Work Permit – permit granted by Metro Rail Operations Control to allocate a section of track and perform work on Metro Rail ROW. This permit should be

submitted for any work that could potentially foul the envelope of a train.

Wayfinding – signs, maps, and other graphic or audible methods used to convey location and directions to travelers.



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ADJACENT CONSTRUCTION DESIGN MANUAL

1.0 INTRODUCTION

- 1.1 Parties planning construction over, under or adjacent to a Metropolitan Transportation Authority (MTA) facilities or structures are advised to submit for review ~~seven (7)~~ **two (2) hard** copies **and one (1) electronic copy** of their **design** drawings and ~~four (4)~~ copies of their calculations showing the relationship between their project and the MTA facilities, for MTA review. The purpose of the MTA review is to reduce the chance of conflict, damage, and unnecessary remedial measures for both MTA and the parties. Parties are defined as developers, agencies, municipalities, property owners or similar organizations proposing to perform or sponsor construction work near MTA facilities.
- 1.2 Sufficient drawings and details shall be submitted at each level of completion such as Preliminary, In-Progress, Pre-final and Final, etc. to facilitate the review of the effects that the proposed project may or may not have on the MTA facilities. An MTA review requires internal circulation of the construction drawings to concerned departments (~~usually includes Construction, Operations, Maintenance, and Real Estate~~) **for MTA departments review**. Parties shall be responsible for all costs related to ~~MTA drawing reviews by MTA~~. MTA costs shall be based upon the actual hours taken for review at the hourly rate of pay plus overhead charges. Drawings normally required for review are:
- A. Site Plan
 - B. Drainage Area Maps and Drainage Calculations
 - C. Architectural drawings
 - D. Structural drawings and calculations
 - E. Civil Drawings
 - F. Utility Drawings
 - G. Sections showing Foundations and MTA Structures
 - H. Column Load Tables
 - I. Pertinent Drawings and calculations detailing an impact on MTA facilities
 - J. A copy of the Geotechnical Report.
 - K. Construction zone traffic safety and detour plans: Provide and regulate positive traffic guidance and definition for vehicular and pedestrian traffic adjacent to the construction site to ensure traffic safety and reduce adverse traffic circulation impact.
 - L. Drawings and calculations should be sent to:
MTA Third Party Administration (Permits Administration)
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

- 1.3 If uncertainty exists on the possible impacts a project may have on the MTA facilities, and before submitting a formal letter requesting a review of a construction project adjacent to the Metro System, the party or his agent may contact the MTA Third Party Administrator (Permits). The Party shall review the complexity of the project, and **contact MTA to** receive an informal evaluation of the amount of detail required for the MTA review. In those cases, whereby it appears the project will present no risk to MTA, the Third Party Administrator (Permits) shall immediately route the design documents to **Engineering**, Construction, Operations, Maintenance, and Real Estate departments for a preliminary evaluation. If it is then confirmed that MTA risk is not present, the Administrator shall process an approval letter to the party.
- 1.4 A period of 30 working days should be allowed for review of the drawings and calculations. Thirty (30) work days should be allowed for each successive review as required. It is noted that preliminary evaluations are usually produced within 5 working days.
- 1.5 The party shall reimburse the MTA for any technical review or support services costs incurred that are associated with his/her request for access to the Metro **Transit**Rail System
- 1.6 The following items must be completed before starting any construction:
- A. Each part of the project's design may be reviewed and approved by the MTA. The prime concern of the MTA is to determine the effect of the project on the MTA structure and its transit operations. A few of the other parts of a project to be considered are overhead protection, dust protection, dewatering, and temporary use of public space for construction activities.
 - B. Once the Party has received written acceptance of the design of a given project then the Party must notify MTA prior to the start of construction, in accordance with the terms of acceptance.
- 1.7 Qualified Seismic, Structural and Geotechnical Oversight
- The design documents shall note the name of the responsible Structural Engineer and Geotechnical Engineer, licensed in the State of California.

2.0 REVIEW PROCEDURE

- 2.1 All portions of any proposed design that will have a direct impact on an MTA facility or structure will be reviewed to assure that the MTA facility or structure is not placed in risk at any time, and that the design meets all applicable codes and criteria. Any portion of the proposed design that is to form part of an MTA controlled area shall be designed to meet the MTA Design Criteria and Standards.
- 2.2 Permits, where required by the local jurisdiction, shall be the responsibility of the party. City of L.A. Dept. of Bldg. and Safety and the Bureau of Engineering permit review shall remain in effect. Party shall refer to MTA Third Party Administration policies and procedures, THD5 for additional information.
- 2.3 Monitoring of the temporary support of excavation structures for adjacent construction shall be required in all cases for excavations within the geotechnical zone of influence of MTA structures. The extent of the monitoring will vary from case to case.

- 2.4 Monitoring of the inside of MTA tunnels and structures shall be required when the adjacent excavation will unload or load the MTA structure or tunnel. Monitoring of vertical and horizontal distortions will include use of extensometers, inclinometers, settlement reference points, tiltmeters, groundwater observation wells, tape extensometer anchor points and load cells, as appropriately required. Acceptable limits of movement will depend on groundwater conditions, soil types and also the length of service the stations and tunnels have gone through. Escorts will be required for the survey parties entering the Metro operating system in accordance with MTA Operating Rules and Procedures. An MTA account number will be established and the costs for the escort monitoring and surveying service will be billed directly to the party or his agent as in section 1.2.
- 2.5 The calculations submitted for review shall include the following:
- A. A concise statement of the problem and the purpose of the calculation.
 - B. Input data, applicable criteria, clearly stated assumptions and justifying rationale.
 - C. References to articles, manuals and source material shall be furnished with the calculations.
 - D. Reference to pertinent codes and standards.
 - E. Sufficient sketches or drawing references for the work to be easily understood by an independent reviewer. Diagrams indicating data (such as loads and dimensions) shall be included along with adequate sketches of all details not considered standard by MTA.
 - F. The source or derivation of all equations shall be shown where they are introduced into the calculations.
 - G. Numerical calculations shall clearly indicate type of measurement unit used.
 - H. Identify results and conclusions.
 - I. Calculations shall be neat, orderly, and legible.
- 2.6 When computer programs are used to perform calculations, the following information shall accompany the calculation, including the following:
- A. Program Name.
 - B. Program Abstract.
 - C. Program Purpose and Applications.
 - D. Complete descriptions of assumptions, capabilities and limitations.
 - E. Instructions for preparing problem data.
 - F. Instructions for problem execution.
 - G. List (and explanation) of program acronyms and error messages.
 - H. Description of deficiencies or uncorrected errors.
 - I. Description of output options and interpretations.
 - J. Sample problem(s), illustrating all input and output options and hardware execution statements. Typically, these problems shall be verified problems.
 - K. Computer printout of all supporting calculations.

- L. The "User's Manual" shall also include a certification section. The certification section shall describe the methods and how they cover the permitted options and uses of the program.
- 2.7 Drawings shall be drawn, to scale, showing the location and relationship of proposed adjacent construction to existing MTA structures at various stages of construction along the entire adjacent alignment. The stresses and deflections induced in the existing MTA structures should be provided.
- 2.8 The short-term and long-term effects of the new loading due to the adjacent construction on the MTA structures shall be provided. The soil parameters and other pertinent geotechnical criteria contained in existing contract documents for the affected structure, plus any additional conditions shall be used to analyze the existing MTA structures.
- 2.9 MTA structures shall be analyzed for differential pressure loadings transferred from the adjacent construction site.

3.0 MECHANICAL CRITERIA

- 3.1 Existing services to MTA facilities, including chilled water and condenser water piping, potable and fire water, storm and sanitary sewer, piping, are not to be used, interrupted nor disturbed without written approval of MTA.
- 3.2 Surface openings of ventilation shafts, emergency exits serving MTA underground facilities, and ventilation system openings of surface and elevated facilities are not to be blocked or restricted in any manner. Construction dust shall be prevented from entering MTA facilities.
- 3.3 Hot or foul air, fumes, smoke, steam, etc., from adjacent new or temporary facilities are not to be discharged within 40 feet of existing MTA ventilation system intake shafts, station entrances or portals. Tunnel ventilation shafts are both intake and discharge structures.
- 3.4 Clear access for the fire department to the MTA fire department connections shall be maintained at all times. Construction signs shall be provided to identify the location of MTA fire department connections. No interruption to fire protection water service will be permitted at any time.
- 3.5 Modifications to existing MTA mechanical systems and equipment, including ventilation shafts, required by new connections into the MTA System, shall only be permitted with prior review and approval by MTA. If changes are made to MTA property as built drawings shall be provided reflecting these changes.

At the option of MTA, the adjacent construction party shall be required to perform the field tests necessary to verify the adequacy of the modified system and the equipment performance. This verification shall be performed within an agreed time period jointly determined by MTA and the Party on a case by case basis. Where a modification is approved, the party shall be held responsible to maintain original operating capacity of the equipment and the system impacted by the modification.

4.0 OPERATIONAL REQUIREMENTS

4.1 GENERAL

- A. Normal construction practices must be augmented to insure adequate safety for the general public entering Metro Stations and riding on Metro Trains and Buses. Design of a building, structure, or facility shall take into account the special safety considerations required for the construction of the facility next to or around an operating transit system.
- B. Projects which require working over or adjacent to MTA station entrances shall develop their construction procedures and sequences of work to meet the following minimum requirements:
 - 1. Construction operations shall be planned, scheduled and carried out in a way that will afford the Metro patrons and the general public a clean, safe and orderly access and egress to the station entrance during revenue hours.
 - 2. Construction activities which involve swinging a crane and suspended loads over pedestrian areas, MTA station entrances and escalators, tracks or Metro bus passenger areas shall not be performed during revenue hours. Specific periods or hours shall be granted on a case-by-case basis, **with the approval of Construction Work Plan by MTA Construction Safety Department.**
 - 3. All cranes must be stored and secured facing away from energized tracks, when appropriate.
 - 4. All activity must be coordinated through the MTA Track Allocation process in advance of work activity. **All members of the work crew will be required to attend MTA Safety Training.**
 - 5. **In order to provide a safe zone to maintain adjacent developments. All developments adjacent to Metro At-Grade Stations, Aerial Stations or Track Guideways shall provide a minimum 5 foot setback from the Metro and developer's shared property line to the outside face of the proposed structure at Metro or the developer's property for maintenance to be performed or installed from within the zone created by this setbacks.**

4.2 OVERHEAD PROTECTION - Station Entrances

- A. Overhead protection from falling objects shall be provided over MTA facilities whenever there is possibility, due to the nature of a construction operation, that an object could fall in or around MTA station entrances, bus stops, elevators, or areas designed for public access to MTA facilities. Erection of the overhead protection for these areas shall be done during MTA non-revenue hours.
 - 1. The design live load for all overhead protection shall be 150 pounds per square foot minimum. The design wind load on the temporary structures shall be 20 pounds per square foot, on the windward and leeward sides of the structure.
 - 2. The overhead protection shall be constructed of fire rated materials. Materials and equipment shall not be stored on the completed shield. The roof of the

shield shall be constructed and maintained watertight.

- B. Lighting in public areas and around affected MTA facilities shall be provided under the overhead protection to maintain a minimum level of twenty-five (25) footcandles at the escalator treads or at the walking surface. The temporary lighting shall be maintained by the Party.
- C. Wooden construction fencing shall be installed at the boundary of the areas with public access. The fencing shall be at least eight-feet high, and shall meet all applicable code requirements.
- D. An unrestricted public access path shall be provided at the upper landing of the entrance escalator-way in accordance with the following:
 - 1. A vertical clearance between the walking surface and the lowest projection of the shield shall be 8'-0".
 - 2. A clear pedestrian runoff area extending beyond the escalator newel shall be provided, the least dimension of which shall be twenty (20) feet.
 - 3. A fifteen (15) foot wide strip (other than the sidewalk) shall be maintained on the side of the escalator for circulation when the escalator is pointed away from a street corner.
 - 4. A clear path from any MTA emergency exit to the public street shall be maintained at all times.
- E. Temporary sidewalks or pedestrian ways, which will be in use more than 10 days, shall be constructed of four (4") inch thick Portland cement concrete or four (4") inches of asphaltic concrete placed **over a minimum four (4") inches of untreated base material**, and finished by a machine.

4.3 OVERHEAD PROTECTION - Operating Right-of-Way Trackage

- A. MTA Rail Operations Control Center shall be informed of any intent to work above, on, or under the MTA right-of-way. Crews shall be trained and special flagging operations shall be directed by MTA Rail Operations Control Center. The party shall provide competent persons to serve as Flaggers. These Flaggers shall be trained and certified by MTA Rail Operations prior to any work commencing. All costs incurred by MTA shall be paid by the party.
- B. A construction project that will require work over, under or adjacent to the at grade and aerial MTA right-of-way should be aware that the operation of machinery, construction of scaffolding or any operation hazardous to the operation of the MTA facility shall require that the work be done during non-revenue hours and authorized through the MTA Track Allocation process.
- C. MTA flagmen or inspectors from MTA Operations shall observe all augering, pile driving or other work that is judged to be hazardous. Costs associated with the flagman or inspector shall be borne by the Party.

- D. The party shall request access rights or track rights to perform work during non-revenue hours. The request shall be made through the MTA Track Allocation process.-

4.4 OTHER METRO FACILITIES

- A. Access and egress from the public streets to fan shafts, vent shafts and emergency exits must be maintained at all times. The shafts shall be protected from dust and debris. See Exhibit A for details.
- B. Any excavation in the vicinity of MTA power lines feeding the Metro System shall be through hand excavation and only after authorization has been obtained through the MTA Track Allocation process. MTA Rail Operations Control Center shall be informed before any operations commences near the MTA power system.
- C. Flammable liquids shall not to be stored over or within 25 feet horizontally of MTA underground facilities. If installed within 25 to 100 feet horizontally of the structure, protective encasement of the tanks shall be required in accordance with NFPA STD 130. Existing underground tanks located within 100 feet horizontally of MTA facilities and scheduled to be abandoned are to be disposed of in accordance with Appendix C of NFPA STD 130. NFPA STD 130 shall also be applied to the construction of new fuel tanks.

- D. Isolation of MTA Facilities from Blast

Subsurface areas of new adjacent private buildings where the public has access or that cannot be guaranteed as a secure area, such as parking garages and commercial storage and warehousing, will be treated as areas of potential explosion. NFPA 130, Standard for Fixed Guideway Transit Systems, life safety separation criteria will be applied that assumes such spaces contain Class I flammable, or Class II or Class III Combustible liquids. For structural and other considerations, isolation for blast will be treated the same as seismic separation, and the more restrictive shall be applied.

- E. Any proposed facility that is located within 20 feet radius of an existing Metro facility will require a blast and explosion study and recommendations to be conducted by a specialist who is specialized in the area of blast force attenuation. This study must assess the effect that an explosion in the proposed non-Metro facility will have on the adjacent Metro facility and provide recommendations to prevent any catastrophic damage to the existing Metro facility. Metro must approve the qualifications of the proposed specialist prior to commencement of any work on this specialized study.

4.5 SAFETY REGULATIONS

- A. Comply with Cal/OSHA Compressed Air Safety Orders Title 8, Division 1, Chapter 4, Subchapter 3. Comply with California Code of Regulations Title 8, Title 29 Code of Federal Regulations; and/or the Construction Safety and Health Manual (Part F) of the contract whichever is most stringent in regulating the safety conditions to be maintained in the work environment as determined by the Authority. The Party recognizes that government promulgated safety regulations are minimum standards and that additional safeguards may be required

- B. Comply with the requirements of Chemical Hazards Safety and Health Plan, (per 29 CFR 1910.120 entitled, (Hazardous Waste Operations and Emergency Response) with respect to the handling of hazardous or contaminated wastes and mandated specialty raining and health screening.
- C. Party and contractor personnel while within the operating MTA right-of-way shall coordinate all safety rules and procedures with MTA Rail Operations Control Center.
- D. When support functions and electrical power outages are required, the approval MUST be obtained through the MTA Track Allocation procedure. Approval of the support functions and power outages must be obtained in writing prior to shutdown.

5.0 CORROSION

5.1 STRAY CURRENT PROTECTION

- A. Because stray currents may be present in the area of the project, the Party shall investigate the site for stray currents and provide the means for mitigation when warranted.
- B. Installers of facilities that will require a Cathodic Protection (CP) system must coordinate their CP proposals with MTA. Inquiries shall be routed to the Manager, Third Party Administration.
- C. The Party is responsible for damage caused by its contractors to MTA corrosion test facilities in public right-of-way.

End of Section



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

Comment 29

SENT VIA E-MAIL AND USPS:

March 1, 2019

Dave.Cushing@faa.gov

David F. Cushing, Manager

U.S. Department of Transportation, Federal Aviation Administration

Los Angeles Airports District Office, LAX-600

777 S. Aviation Boulevard, Suite 150

El Segundo, CA 90245

Notice of Intent to Prepare an Environmental Impact Statement (EIS) for the Proposed Bob Hope Airport Replacement Terminal Project

South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the EIS.

SCAQMD Staff's Summary of Project Description

The Proposed Project consists of demolition of existing passenger terminal and construction of a 14-gate passenger terminal with ancillary and roadway improvements, including a 413,000-square-foot aircraft ramp, replacement airline cargo building, replacement Aircraft Rescue and Firefighting (ARFF) station, a ground-service equipment (GSE) and passenger terminal maintenance building, a central utility plant, and ground access vehicle storage and staging. The Proposed Project will also include extensions to two taxiways. The Proposed Project is located in the southeast quadrant of the Bob Hope Burbank Airport.

General Conformity Review Request and Determination

The Clean Air Act requires that federal agencies undergo a General Conformity review and determination process in order to demonstrate that emissions from a proposed federal action will not interfere with a state or tribal implementation plan (SIP/TIP) for an area that has been designated by the United States Environmental Protection Agency (U.S. EPA) as a nonattainment or maintenance area for a National Ambient Air Quality Standard (NAAQS). The conformity determination process is intended to demonstrate that a proposed Federal action will not: (1) cause or contribute to new violations of a NAAQS; (2) interfere with provisions in the applicable SIP for maintenance of any NAAQS; (3) increase the frequency or severity of existing violations of any standard; or (4) delay the timely attainment of any standard¹.

The South Coast Air Basin (Basin) is designated as extreme non-attainment for ozone and serious non-attainment for PM_{2.5}. To streamline the review process and to facilitate conformity determinations for projects in the Basin, two separate VOC and NO_x general conformity budgets were established in the Final 2012 Air Quality Management Plan (AQMP): 1 tons per day (tpd) of NO_x and 0.2 tpd of VOC were set aside for this purpose every year, starting in 2013 until 2030. SCAQMD has set up a tracking system for projects requiring conformity determinations on a first-come-first-serve basis, whereby the project emissions are debited from the applicable set aside accounts until they are depleted. Any questions related to the SCAQMD General Conformity review process and determination can be directed to Dr. Sang-Mi Lee, Program Supervisor, at slee@aqmd.gov.

¹ United States Environmental Protection Agency. *General Conformity*. Accessed at: <https://www.epa.gov/general-conformity/what-general-conformity>.

SCAQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact me at lsun@aqmd.gov, should you have any questions.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS/SL

LAC190205-01

Control Number

cc: Zorik Pirveysian, Planning and Rules Manager
Sang-Mi Lee, Program Supervisor



METROLINK

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

metrolinktrains.com

February 15, 2019

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX - 600
777 S. Aviation Boulevard, Suite 150
El Segundo, CA 90245

**RE: Environmental Impact Statement (EIS) for Proposed Replacement Terminal
At Bob Hope "Hollywood Burbank" Airport Scoping Meeting**

Dear Mr. Cushing:

The Southern California Regional Rail Authority (SCRRA) has received the notice for a Scoping Meeting for an EIS on the proposed replacement terminal at the current Bob Hope "Hollywood Burbank" Airport. Thank you for the opportunity to provide written comments on key issues relative to SCRRA and operations of the railroad that operates adjacent to your project limits. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (METRO), San Bernardino County Transportation Authority (SBCTA), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

General comments for consideration in the EIS Transportation Impact section include the following:

1. The project is adjacent to two rail lines owned all in or part by the Los Angeles County Metropolitan Transportation Authority (Metro) and maintained by SCRRA to operate the Metrolink commuter rail system. There are also two rail stations that currently serve the Hollywood Burbank Airport. The first, known as Burbank Airport – South Station, is on the Metrolink Ventura Line. This station serves both Metrolink and Amtrak passenger trains. The Burbank Airport - North Station is along the Metrolink Antelope Valley Line.
2. Having rail to air connections is very important for all commuters in the region. This airport is also planned to have a high speed rail station stop in the future. It is very crucial that the project includes adequate parking and proper pedestrian pathways and shuttles to and from the rail stations and bus facilities for seamless connections to other modes of travel. This consideration will be especially relevant for the Burbank Airport – North Station as it will be within walking distance to the new terminal facility.

Thanks again for providing us with the opportunity to comment on this important transportation project. We look forward to our continued participation with the Burbank-Glendale-Pasadena Airport Authority on this important transportation project that will provide many benefits to the commuting public.

Should you have any questions, please feel free to contact me at (213) 452-0456 or via e-mail at mathieur@scrra.net.

Sincerely,



Ron Mathieu
Planning Manager II

Cc: Jeanet Owens, Metro



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

March 1, 2019

David F. Cushing
Federal Aviation Administration
Western-Pacific Region (LAX-600)
Airports Division
777 S. Aviation Boulevard, Suite 150
El Segundo, CA 90245

Subject: Scoping Comments for the Draft Environmental Impact Statement for the Bob Hope Hollywood Burbank Airport Proposed Replacement Terminal Project, Los Angeles County, California

Dear Mr. Cushing:

The U.S. Environmental Protection Agency (EPA) has reviewed the Notice of Intent by the Federal Aviation Administration (FAA) in the Federal Register on December 18, 2018, requesting scoping comments to prepare an Environmental Impact Statement (EIS) for the proposed Bob Hope "Hollywood Burbank" Airport Replacement Terminal project. EPA understands that the Burbank-Glendale-Pasadena Airport Authority prepared an Environmental Impact Report (EIR) for this project in June 2016, pursuant to the California Environmental Quality Act (CEQA). EPA provides these scoping comments pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act. Our attached scoping comments provide recommendations for Aquatic Resources, Air Quality, Sustainability, Climate Effects, Noise Impacts, Cumulative Impacts, and Hazardous Waste.

We appreciate the opportunity to offer scoping comments for the Environmental Impact Statement. When the EIS is ready, please send one hardcopy to the address above (specify Mail Code ENF 4-2) at the same time that you upload the electronic file through eNEPA. If you have any questions, please contact me, the lead reviewer for this project, at 415-972-3321 or appleton.zac@epa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Zac Appleton", is written over a horizontal line.

Zac Appleton
Environmental Review Section

cc: Dee Phan, Federal Aviation Administration
Frank R. Miller, Bob Hope Airport
Samuel Unger, Los Angeles Regional Water Quality Control Board
Zorik Pirveysian, South Coast Air Quality Management District

EPA SCOPING COMMENTS ON BOB HOPE HOLLYWOOD BURBANK TERMINAL REPLACEMENT PROJECT, LOS ANGELES COUNTY, CALIFORNIA, MARCH 1, 2019

Aquatic Resources

The proposed airport terminal project is adjacent to constructed stormwater drainage that empties into the Los Angeles River. We recommend the Draft EIS disclose the existing National Pollutant Discharge Elimination System (NPDES) permit to the municipal entity covering stormwater discharges from the Hollywood Burbank Airport. Analyze and disclose any potential impacts to stormwater discharges by the Airport project, from construction, demolition, and operations phases of the Airport project. Identify mitigation measures, including low-impact development (LID) practices, for the stormwater discharge impacts. EPA further recommends that FAA coordinate with the Los Angeles Regional Water Quality Control Board regarding Clean Water Act Section 401 certification determination and disclose any water quality impacts and associated mitigation in the Draft EIS.

Air Quality

EPA's General Conformity Rule, established under Section 176(c)(4) of the Clean Air Act, provides a specific process for ensuring that federal actions do not interfere with a state's plans to attain or maintain national ambient air quality standards (NAAQS). For any criteria pollutants in the air basin of the project area where the air quality status is in nonattainment or attainment – maintenance,¹ the Draft EIS should complete a general conformity applicability analysis (i.e. a comparison of direct and indirect emissions for each alternative with the de minimis thresholds of 40 CFR 93.153). For any years where a federal action is expected to exceed a de minimis threshold, the FAA is required to complete a general conformity determination meeting the requirements of 40 CFR 93.155 through 93.160 and 93.162 through 93.165. If a general conformity determination may be necessary, we suggest the Draft EIS include a draft general conformity determination to fulfill the public participation requirements of 40 CFR 93.156.

In addition to conformity considerations, construction and demolition of structures for the proposed project may produce fugitive dust that may adversely impact nearby communities. We further recommend the Draft EIS discuss and adopt construction phase emissions mitigation measures for fugitive dust, in coordination with South Coast Air Quality Management District.

Sustainability Efforts

EPA notes that the Burbank-Glendale-Pasadena Airport Authority has adopted numerous measures over the years to improve sustainable operations. The proposed project provides an opportunity to design new facilities with sustainability considerations, and the Airport Authority's EIR describes many of them. Please describe project design features for the construction and the operation of the proposed project that will facilitate commitments to sustainable operations into the future. For example, EPA recommends that the Draft EIS describe proposed green building, water conservation, energy conservation, waste reduction, and other sustainability measures Burbank Airport will continue to adopt during construction and operations for this project. EPA recommends fully describing these, and other airport sustainability measures, in the Draft EIS, and how such measures will reduce environmental impacts.

¹ Maintenance areas redesignated to attainment more than twenty years in the past are no longer required to comply with general conformity.

Climate Effects

The scoping package states that FAA will commit to assessing the climate impacts of the proposed project in the Draft EIS, in accordance with FAA Order 1050.1F and FAA Order 5050.4B. When characterizing the national affected environment, EPA recommends that the Draft EIS use the latest Greenhouse Gas Inventory² and National Climate Assessment³. As the FAA Order 1050.1F Desk Reference acknowledges that “climate change is a global phenomenon that can have local impacts,” we recommend the Draft EIS use the California climate change assessment for the Los Angeles Region⁴ to assess relevant local impacts. EPA further recommends that the Draft EIS discuss how the airport and operations may be adversely affected by extreme weather events, and how the proposed project may mitigate some of these risks. We note that Hollywood Burbank Airport is located between two hill ranges and relies on constructed channels for stormwater drainage. The state’s 4th climate assessment for the LA Region expects little change in average precipitation but does expect increases in extremely dry and wet days in the typical year, including a 25%-30% increase in precipitation on the wettest day of the year. We recommend the Draft EIS analyze and disclose the capacity of the Airport’s drainage to handle an increase in short duration high precipitation events described in the state’s climate assessment for the LA Region, and any planned stormwater control upgrades to address these precipitation events.

Noise Impacts

We recommend the Draft EIS evaluate impacts of the project on noise for both the construction and operations phases. The noise impact assessment should identify the significance thresholds utilized in the impact assessment methodology. For the operations phase, we recommend that FAA consider referring to the levels in the *Guidelines for Considering Noise in Land Use Planning and Control* by the Federal Interagency Committee on Urban Noise (FICUN) when preparing the Draft EIS. These guidelines are appropriate for use in noise impact assessments and identify noise levels up to 65 decibels Day-Night Average (dB DNL) as compatible with residential land use, and those above 65 dB DNL as incompatible.

We recommend that the Draft EIS indicate whether the proposed action would be expected to result in a change in the number and/or type of aircraft that utilize the airport and whether this would affect the noise levels experienced by nearby populations. Update noise contours as appropriate. Please also identify whether nearby schools (such as Glenwood Elementary and Roscoe Elementary north of the airport) could experience increases in noise levels and discuss potential effects of noise on school learning and academic achievement in children, as applicable and consistent with Executive Order 13045 - Protection of Children from Environmental Health Risks and Safety Risks. For learning environments, the critical effects of noise are on speech interference, disturbance of information extraction (e.g. comprehension and reading acquisition), message communication and annoyance.

Cumulative Impacts and Coordination With Other Projects

EPA notes that note that the proposed replacement terminal for Hollywood Burbank Airport is near the proposed future California High Speed Rail Burbank Station on San Fernando Boulevard. Please discuss

² <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>

³ <https://nca2018.globalchange.gov/>

⁴ <http://www.climateassessment.ca.gov/regions/docs/20180827-LosAngeles.pdf>

in the Draft EIS any measures proposed to reduce the cumulative impacts of both projects being proposed in the same area. Describe what measures are proposed to insure connectivity between the proposed Burbank Station, Hollywood Way Metrolink station, and proposed Regional Intermodal Transit Center to the Hollywood Burbank Airport Terminal Replacement project and identify measures to reduce environmental and community impacts.

Hazardous Waste and Demolition Waste Management

Due to the history of lead in aviation fuels and the history of aviation activity in the project area dating back to 1930, elevated soluble lead levels through the project limits may be reasonably anticipated. We acknowledge an extensive Human Health Risk Assessment, for soil contamination and soil vapor, was completed for the Burbank-Glendale-Pasadena Airport Authority in 2017 and was later approved by the Los Angeles Regional Water Quality Control Board, in February 2018. We recommend the Draft EIS disclose the site assessment information and cleanup plan, including contaminated soils, contaminated demolition debris, and any underground storage tanks.

The proposed project would result in high volumes of demolition debris, and significant volumes may be nonhazardous solid waste. Please describe efforts to divert nonhazardous demolition debris from landfills, and recovery of recyclable materials such as concrete, asphalt, and rebar from this project, and their possible reuse as material for new construction at this airport project.

C. PUBLIC SCOPING

1. Public Scoping Workshop

The public scoping meeting occurred on Tuesday, January 29, 2019, from 6:00pm PST to 8:00pm PST at the Buena Vista Library (300 North Buena Vista Street, Burbank CA 91505). The format of the public scoping workshop was an open house. Display boards were presented, and members of the public had an opportunity to review the display boards and talk to FAA staff and the EIS consultant team. In addition, members of the public were given the opportunity to provide oral comments to a stenographer and comment forms were available for attendees to submit written comments. The sign-in sheets from the public scoping workshop and the display boards presented at the public scoping workshop are provided on the following pages.



Project: Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project EIS
Meeting: Public Scoping Workshop
Date: January 29, 2019

	Attendee	Organization	Street Address	Email Address
✓	1 James & Amy Carpinello		3721 Blue Canyon Dr. Studio City 91604	ack323@mac.com
✓	2 Graham & Natalie		4434 Arcata Ave Torrance, CA	justjaguar2000@yahoo.com
✓	3 Rameen Mansour		4125 Vantage Ave Studio City	rameenmansour@gmail.com
✓	4 BAAT TRINCHERO		916 IRVING ST	BTRINCHERO@AOL.COM
✓	5 Jesus Aguirre		10740 Gentry St Sun Valley, CA	
?	6 [Signature]			
✓	7 Yoli Porcopia		12557 Vultureheart Dr	YPorcopia@gmail.com
?	8 JOY VINCIGORCIA		2	
✓	9 Jenny Franchina		2792 Deep Canyon Dr.	jfranchina@earthlink.net
✓	10 Sherri Elkaim		4329 Gentry Ave SC 91604	sherri.elkaim@gmail.com
✓	11 Stacey S. Clark		4241 Calaveras	SJStich12@gmail.com
✓	12 Katrin Youdim		3815 Encino Hills Place	YoudimK@yahoo.com
	13			
	14			
	15			

Before including your address, e-mail address, or other personal identifying information, be advised that your personal identifying information may be made publicly available at any time. While you can ask us to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so. Written requests to withhold personal information may be mailed to:

Mr. David F. Cushing, Manager, Los Angeles Airports District Office - LAX-600
777 S. Aviation Boulevard, Suite 150, El Segundo, California 90245



Project: Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project EIS
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	Attendee	Organization	Street Address	Email Address
✓ 1	Susan Waelde	—	6634 Clybourn Ave #4	swaelde@icloud.com
✓ 2	Heidi Mackay	—	4060 Delta Mesa Dr.	hmck9410@gmail
✓ 3	Alice Howell	Burbank	235 N Lima St	AHowell@SBCglobal.net
✓ 4	Genevieve Hogan	—	3804 Hollyhock Ave	hoganenevieve@yahoo.com
✓ 5	FAY BASS	Sturtevant City	3167 Fryman Rd	FAYBASS@qmail.com
✓ 6	LESTER BASS	—	—	LD BASS44@qmail.com
✓ 7	VICTOR FEATHERS	FENTRESS ARCHITECTS	4640 Admiralty Way #500	FEATHERS@FENTRESSARCHITECTS.COM
✓ 8	Alex Young	—	MARINA DEL REY, CA 90292	
9			713385 Cantor Drive, 91423	alexander.young@icloud.com
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	Attendee	Organization	Street Address	Email Address
✓	1 Ricardo Rodriguez	GWP	10748 Saticoy ST SW	
✓	2 Jon Gordon		12400 Vendera	
✓	3 Christine Wasserman	Self	1617 N. Pepper St Burbank	C. Wasserman 1234, @yaho.com
✓	4 Nicholas de Wolff	Self	623 N. Sparks St. Burbank	CREATIVESTRATEGY@HOTMAIL.COM
✓	5 Maria Azilazian	Asm. Friedman	300 E. Magnolia Blvd. Burbank	
✓	6 Evi Kosciow		4205 Camellia Ave	tinydansocial@aoutlook.com
✓	7 Guido Jimenez	studio city	11621 Laurel Crest Dr.	
✓	8 TESSA TREADWAY	STUDIO CITY	4440 IRVINE AVE Studio City	TESSATE@MAC.COM
✓	9 Wilhelm OSTERMANN	STUDIO CITY	3145 Cobblewater SC 91604	WE.OSTERMANN.COM
✓	10 Jennifer Lazarus	studio city	4139 Rhodes St CA 91104	jennifer@showroom903.com
✓	11 Linda Clarke	Sherman Oaks	3530 Stone Canyon Ave	lsc Clarke_email@gmail.com
✓	12 C. INNES	Studio city	12115 LTO DR.	
✓	13 DAVID	none	9009 Langdon Av	HEANAND23781@YAHOO.COM
✓	14 Denise	resident		dejagrua@social.rr.com
✓	15 Jay Goldberg	Toluca Lake Homeowner		jaytk@roadrunner.com

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Date: January 29, 2019

	Attendee	Organization	Street Address	Email Address
✓ 1	Steve Hampar	Tou-Lane Assoc		Steve@hamparproperties.com
✓ 2	EDITA BRYCHTA			editabrychta@gmail.com
✓ 3	DAVID LADD			davidladd@aol.com
✓ 4	DAVID WAELDER		6634 CYPBOURN AVE	DAVIDWAE@SBC.GLOBAL.NET
✓ 5	Chris Weber		671 East Magnolia Blvd #105 Burbank, CA 91501	cweber5437@yahoo.com
✓ 6	Michelle Allen	Citizen	3620 Goodland Drive	Michelle.Allen@me.com
✓ 7	LIZ NAFTAN		11271 LOCKRIDGE RD	LIZNAFT@aol.com
✓ 8	Diane Ricard	Cudoh Corp	11. Broadway, NH	dricard@cudohcorp.com
✓ 9	MICHAEL DOUCETTE	JACOBS.		michael.doucette@jacobson.com
✓ 10	Lea Gonzalez	Office of Congressman Cardenas		Lea.Gonzalez@mail.house.gov
11				
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	Attendee	Organization	Street Address	Email Address
✓ 1	Greg Bedet			
✓ 2	Kenneth Sr.		823 N Brighton BOR	
✓ 3	David Kimball		4227 Coalfax Ave Unit A (SC)	davidakimball@zo
✓ 4	Mary Kate Harris		Same	Same mk3harris@ho.com earthlink.net
✓ 5	Ken Weatherwax		15978 Raymeta 91403	
✓ 6	Shelley Conger		4299 Bakman	slonger13@gmail.com
✓ 7	Jane Goe		4279 Bakman Ave 91602	goeabout@gmail.com
✓ 8	Heather Robb		1200 N Myres BOR	heather-robb@yahoo.com
✓ 9	Betty Linville		4111 Allott Ave Sherman BLINV	@shcglobal.com
✓ 10	Tami Keller-Schmidt		6716 Clybourn Ave ^{Oak 91423}	91423 tamikschmidt@earthlink.net
✓ 11	Jennifer Herrera		7607 Delia Ave ^{SV, CA}	Jenniferherra@Hotmail.com
12				
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	Attendee	Organization	Street Address	Email Address
✓ 1	Linda Branca		4153 Stansbury Ave Sherna Oaks	Linda.Btw@aoi.ca
✓ 2	Vanessa Carr	Asm. Nazarian	8150 Van Nuys Blvd	Vanessa.Carr@asm.ca.gov
✓ 3	Steve Teber	Leech Tishman	200 S. Los Robles Pasadena, CA	staber@leechtishman.com
✓ 4	Bob Wexler	Tidelake Property Group	Assn 4240 NAUAYO Ave	bob.wexler@gmail.com
✓ 5	BONNIE BURROW	RESIDENT	1809 PEYTON #302	bonburrow@AOL.COM
✓ 6	Luis Green	Lucas		
✓ 7	GREG BLASIC	PARSONS	PASADENA, CA	GREGORY, J. BLASIC@PARSONS.COM
✓ 8	Adam Rymor	RESIDENT	12708 CANTERA ST	arymor@gmail.com
✓ 9	Marla Padilla		2129 N. Evergreen St	marlapadilla2151@gmail.com
✓ 10	Matthew Yedlin	Resident	4243 Colfax Ave	DPFPI@Holmail.com
✓ 11	Stacy Marble	Harvard-Westlake	3700 Coldwater Cyn.	smarble@hw.com
✓ 12	Nicole Kennedy	Resident	333 N Brighton Burbank	
13	Peter Bzinski	Resident		
14				
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	Attendee	Organization	Street Address	Email Address
✓	1 Leon Gross	111	PO Box 6704 BUR 91510	1GDSSthird@gmail
✓	2 Pamela Pickering	studio city resident	11818 moore park st studio	pamela@pickco.net
✓	3 Julie Ly	studio city resident	11818 Moor park st L	julkl2k@yahoo.com
✓	4 Susan Fien		3061 Brookdale rd SC	susan@thefiengroup.com
✓	5 Kenneth Cressy		1420 Greynold, Glendale	campgreynold@aol.com
✓	6 lee Chang		444 W empire ave BUR	
✓	7 Mike Dantiger	STUDIO CITY	11812 G moore park st	TOVAMIKE@aol.com
✓	8 Tova Adler	same	same	same
✓	9 Shant Thomasian		4312 Rhodes ave SC	stthomasian@gmail.com
✓	10 J. Wong		6657 Clyde barn ave Noho	james.j.wong@sbcglobal.net
✓	11 JL Gonfard		3247 Longridge ter-sherman	jlganfard@men.com
✓	12 Karen Gonfard		Same	oaks 91423 same
✓	13 Sharon Rambeah	TLH	10537 Whipple St.	
✓	14 Ron Redholtz		11780 moore park st (SC)	rmrred@aol.com
✓	15 Bud Ovrom	resident	108 Skyline Dr. Burbank	budovrom@comcast.net

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	Attendee	Organization	Street Address	Email Address
✓	1 Barbara Shore		Colfax	
✓	2 Don Brumback		3620 Chouaiga Tr	newport CT9 @Gmail
✓	3 Rose Kauper		3662 Ventura Canyon Ave	Kauperpurchases@re.org
✓	4 Chris A Harwood		3627 Buena Park Dr.	teamhard teamharwoodstuff@gmail
✓	5 ONelia RODRIGUEZ		7813 CLEON AL. VALLEY ^{SUN 9312}	IR LA GARCIA 975 @GMAIL.504
✓	6 Tom Materny		3981 Cody Rd, Sherman CA 93606	tom@xslx.com Tom@XLSIX.com
✓	7 Regus Brundler -		225 N. Riverside Blvd	rlandin2 @Lmei
✓	8 Bob Eger		4227 Colfax # Unit #3	hbabe@att.net
✓	9 FED+DANA FIDERS		11229 Blix	FIDUSFA@YAHOO.COM
✓	10 Bill Gottlieb		9907 Cohasset St.	admantu@mac.com
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✓	12 Ursula Turk		3820 Longview Valley, Sherman CA 93606	josephftrk@yahoo.com
✓	13 Joe Turk		3820 " " " "	" " " "
✓	14 Alex Izpicki		12927 Galewood St Studio City 91604	alex.izpicki@gmail.com
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Agency Scoping Meeting

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Public Scoping Meeting

First Name			Organization			Street Address			City	State	Email Address		Tags	
Last Name														
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David	Kimball					4227 Coalfax Ave Unit A			Studio City	CA	davidakimball@zoho.com		Studio City Resident, 1 29 Meeting Attendee	
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Betty	Linville					4111 Alcott Ave			Sherman Oaks	CA	BLINV@sbcglobal.com		1 29 Meeting Attendee	
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Branca	Linda					4152 Stansburg Ave			Sherman Oaks	CA	lindabtw@aol.com		Sherman Oaks Resident, 1 29 Meeting Attendee	

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Luis		Jacobs					1.29 Meeting Attendee
Greg	Blasic	Parsons		Pasadena	CA	gregory.blasic@parsons.com	1.29 Meeting Attendee
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Julie	Ly		11818 Moorpark St	Studio City	CA	julielz@yahoo.com	Studio City Resident, 1.29 Meeting Attendee
Susan	Fien		3061 Brookdale Rd	Studio City	CA	susan@thefengroup.com	Studio City Resident, 1.29 Meeting Attendee
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J	Wong		6657 Clydebarn Ave	North Hollywood	CA	jamesiwong@sbcglobal.net	North Hollywood, 1.29 Meeting Attendee
JL	Gonfard		3247 Longridge Terrace	Sherman Oaks	CA	jgonfard@msn.com	Sherman Oaks Resident, 1.29 Meeting Attendee
Karen	Gonfard	Toluca Lake HOA	3247 Longridge Terrace	Sherman Oaks	CA	jgonfard@msn.com	Sherman Oaks Resident, 1.29 Meeting Attendee
Sharon	Rombeah		10537 Whipple St	Toluca Lake	CA		Toluca Lake Resident, 1.29 Meeting Attendee
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Amy	Carpinello		3721 Blue Canyon Drive	Studio City	CA	ack323@mac.com	Studio City Resident, 1.29 Meeting Attendee
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Natalie			4434 Arcola Ave	Toluca Lake	CA	jusjaquar2000@yahoo.com	Toluca Lake Resident, 1.29 Meeting Attendee
Rameen	Mansour		4125 Vantage Ave	Toluca Lake	CA	ramseennansour@gmail.com	Toluca Lake Resident, 1.29 Meeting Attendee
Bart	Trinchered		916 Irving St	Burbank	CA	brinchered@aol.com	Burbank Resident, 1.29 Meeting Attendee
Jesus	Aguirre		10740 Cantha St	Sun Valley	CA		Sun Valley Resident, 1.29 Meeting Attendee
Yoli	Poropat		12357 Valleyheart Dr	Studio City	CA	yvoropat@gmail.com	Studio City Resident, 1.29 Meeting Attendee
Jenny	Tranchina		2792 Deep Canyon Dr	Beverly Hills	CA	jtranchina@earthlink.net	1.29 Meeting Attendee
Sheri	Elkaim		4329 Gentry Ave	Studio City	CA	sherri.elkaim@gmail.com	Studio City Resident, 1.29 Meeting Attendee
Slacy			4241 Colfax Ave	Burbank	CA		Burbank Resident, 1.29 Meeting Attendee
Katrin			2815 Encino Hills Place	Encho	CA		1.29 Meeting Attendee
Barbara	Shore			Burbank	CA		Burbank Resident, 1.29 Meeting Attendee
Don				Newport Beach	CA		1.29 Meeting Attendee
Rose	Kapour		3662 Ventura Canyon Dr	Sherman Oaks	CA	lapourpurchases@me.org	Sherman Oaks Resident, 1.29 Meeting Attendee
Chris	Harword		3627 Buena Park Dr	Studio City	CA	teanhawordstuff@gmail.com	Studio City Resident, 1.29 Meeting Attendee
Onelia	Rodriguez		7813 Cleon Ave	Sun Valley	CA	roladarcia975@gmail.com	Sun Valley Resident, 1.29 Meeting Attendee
Tom	Materna		3981 Cody Rd	Sherman Oaks	CA	tom@xlx.com	Sherman Oaks Resident, 1.29 Meeting Attendee
Bob	Eger		4227 Coalfax Ave Unit 3	Burbank	CA	bbb.cbe@att.net	Burbank Resident, 1.29 Meeting Attendee
Dana			11229 Bliz St	North Hollywood	CA		North Hollywood, 1.29 Meeting Attendee
Bill	Gottlieb		9907 Cohasset St	Burbank	CA	admantv@mac.com	Burbank Resident, 1.29 Meeting Attendee
Joe	Molin		10310 Riverside Unit 1	Toluca Lake	CA	johnmolin@gmail.com	Toluca Lake Resident, 1.29 Meeting Attendee
Ursula	Turk		3820 Longview Valley	Sherman Oaks	CA	josephflurk@yahoo.com	Sherman Oaks Resident, 1.29 Meeting Attendee
Joe	Turk		3821 Longview Valley	Sherman Oaks	CA	josephflurk@yahoo.com	Sherman Oaks Resident, 1.29 Meeting Attendee
Alex	Izbicki		12927 Galewood St	Studio City	CA	alexforhomes@gmail.com	Studio City Resident, 1.29 Meeting Attendee
Robert	Verdugo		7569 Riverton Ave	Sun Valley	CA	robertverdugo@gmail.com	Sun Valley Resident, 1.29 Meeting Attendee
Robin	Datry	Homeowner	13050 Dickens Street	Studio City	CA	redatry@gmail.com	Studio City Resident, 1.29 Meeting Attendee
Magda	Krachmalnick					lnaada936@gmail.com	1.29 Meeting Attendee
Luiza	Ricupero Negret					luzaricupero@yahoo.com	1.29 Meeting Attendee
Sheryl	Harmon	Studio City Residents Association	4500 Radford Ave	Studio City	CA	sharmonylane@earthlink.net	Studio City Resident, 1.29 Meeting Attendee
Mark	A Fien		3061 Brookdale Rd	Studio City	CA	mark@thefengroup.com	Studio City Resident, 1.29 Meeting Attendee
Sandra	Levin			Studio City	CA	silfitt703@gmail.com	Studio City Resident, 1.29 Meeting Attendee
Lisa	Cahan Davis	Resident	3654 Lankershim Blvd			lisacahanDavis@gmail.com	1.29 Meeting Attendee
Stan	Magnus		3532 Stone Canyon Ave	Sherman Oaks	CA	stanmagnus@gmail.com	Sherman Oaks Resident, 1.29 Meeting Attendee
George	Mooradian				CA	inacgeo2@gmail.com	1.29 Meeting Attendee

William	Aquinaga	Resident						willaquinaqa@gmail.com	1.29 Meeting Attendee
Stephen	Chambers	Resident			North Hollywood	CA		sichambers50@aol.net	North Hollywood, 1.29 Meeting Attendee
Brad	Salzman		4734 Sepulveda Blvd		Sherman Oaks	CA		brad@zultirapaeking.com	Sherman Oaks Resident, 1.29 Meeting Attendee
Eric	McLeod	Studio City For Quiet Skies	12069 Ventura Pl		Studio City	CA		eric@mcleodcap.com	Studio City Resident, 1.29 Meeting Attendee
Stephanie								sbabo@housedeinfrc.com	1.29 Meeting Attendee
Shelby	Haro							shustonharo@gmail.com	1.29 Meeting Attendee
Valerie	Jaquith							vila@carrr.com	1.29 Meeting Attendee
Sunny	Singer							ssingers@yahoo.com	1.29 Meeting Attendee
Beth	Eras							beth11364@hotmail.com	1.29 Meeting Attendee
Barbara	Tranchito							tranchitopr@aol.com	1.29 Meeting Attendee
Rosemary	Jo Ceravolo		2145 Hollywood Way		Burbank	CA		taxdancer@gmail.com	Burbank Resident, 1.29 Meeting Attendee
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Patricia	Mann							pmann@liferfield.com	1.29 Meeting Attendee
Ellen	Shelley							shelley2000@aol.com	1.29 Meeting Attendee
George	Andros				Toluca Lake	CA		gmandros@aol.com	Toluca Lake Resident, 1.29 Meeting Attendee
Marlene	Waggoner		4744 Cahuenga Blvd					marwag365@gmail.com	1.29 Meeting Attendee
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Karen	Spangenberg							ekaransp@gmail.com	1.29 Meeting Attendee
Kenneth	Senior							dugsr@sbcglobal.net	1.29 Meeting Attendee
Nelson	D Mathias							mf@gmail.com	1.29 Meeting Attendee
Kathryn	Danielik							flownamaeove@hotmail.com	1.29 Meeting Attendee
Mary	Zakrasek							marzakrasek@yahoo.com	1.29 Meeting Attendee
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Shannon	Mast	UproarLA	14844 Dickens St Unit 206		Sherman Oaks	CA		shannym@gmail.com	Sherman Oaks Resident, 1.29 Meeting Attendee
Alden	Melbourne		12225 Laurel Terrace Dr		Studio City	CA		aldenm2000@yahoo.com	Studio City Resident, 1.29 Meeting Attendee
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Rich	Hull	UproarLA	4114 Sunnyslope		Studio City	CA		richhull1@gmail.com	Studio City Resident, 1.29 Meeting Attendee
John	Van Tongeren		12248 Viewcrest Rd		Studio City	CA		mc202vl@yahoo.com	Studio City Resident, 1.29 Meeting Attendee
David	Gaines							dscoaines@gmail.com	1.29 Meeting Attendee
Brian	Moreno							allenhavyle@me.com	1.29 Meeting Attendee
Allen	Moreno							allenhavyle@me.com	1.29 Meeting Attendee
Tracey	Feder							tracevfeder@mac.com	1.29 Meeting Attendee
Alison	Martin		4119 Rhodes Ave		Studio City	CA		amh8000@gmail.com	Studio City Resident, 1.29 Meeting Attendee
Daniel	Hagen		4119 Rhodes Ave		Studio City	CA		drhagen101@gmail.com	Studio City Resident, 1.29 Meeting Attendee
Lynette	Carlson		11189 Aqua Vista St		Studio City	CA		sunette@gmail.com	Studio City Resident, 1.29 Meeting Attendee
Hilary	Pickles							hilarydawn8@hotmail.com	1.29 Meeting Attendee
Matt	Pyken		11928 Iredell St		Studio City	CA		mpyken@gmail.com	Studio City Resident, 1.29 Meeting Attendee
Karen	Collier							krc102856@aol.com	1.29 Meeting Attendee
Jayne	McKay							laynemckay@mac.com	1.29 Meeting Attendee
Clay	Collier							collierclay@gmail.com	1.29 Meeting Attendee
Vibeke	Arntzen		3377 Canton Lane		Studio City	CA		beckyarntzen@mac.com	Studio City Resident, 1.29 Meeting Attendee
Angela	Wiegand							radsfour@aol.net	1.29 Meeting Attendee
Roy	Wiegand							radsfour@aol.net	1.29 Meeting Attendee
Terry	Bruse							bruse.terry@gmail.com	1.29 Meeting Attendee
Carrie	Walke							walkofamily@yahoo.com	1.29 Meeting Attendee
Varna	White							pmh28a@gmail.com	North Hollywood, 1.29 Meeting Attendee
Renee	Weber		4208 Elmer Ave		North Hollywood	CA		reneweb2525@yahoo.com	North Hollywood, 1.29 Meeting Attendee
John	Donaldson							john@idcgroupia.com	1.29 Meeting Attendee
Audrey	Ford		2007 N Valley St		Burbank	CA		audreyveiper@hotmail.com	1.29 Meeting Attendee
Suellen	Wagner	Studio City For Quiet Skies	12184 Laurel Terrace Dr		Studio City	CA		swag@aol.com	Studio City Resident, 1.29 Meeting Attendee
Brenda	Robles							roblesb@sbcglobal.net	1.29 Meeting Attendee
Elmer	Martin		6626 Danny Ave		North Hollywood	CA		al.superintendant@gmail.com	North Hollywood, 1.29 Meeting Attendee
Carol	Elkind							carolbeth1@roadrunner.com	1.29 Meeting Attendee
Vivian	Gumbiner	Aggravated Homeowner						vgumbiner@hotmail.com	1.29 Meeting Attendee
Michael	Elkind							carolbeth1@roadrunner.com	1.29 Meeting Attendee
Jack	O'neil							je41@aol.com	1.29 Meeting Attendee
John	Brodtko							john.brodtko@mail.house.gov	1.29 Meeting Attendee
Sue	Cleereman							scleeremah12@yahoo.com	1.29 Meeting Attendee
Heather	Lomax							azoulaimichaelm2@gmail.com	1.29 Meeting Attendee
Barbara	Hupp							barbarahupp@aol.net	1.29 Meeting Attendee
Alex	Young							alexanderfyoung@icloud.com	1.29 Meeting Attendee
Sandy	Fox							littelfox@earthlink.net	1.29 Meeting Attendee
Jesus	Godinez							az2@yahoo.com	1.29 Meeting Attendee
Jeremy	Lake							jeromehfree16@gmail.com	1.29 Meeting Attendee
Debra	Alegriani							dellegrini@gmail.com	1.29 Meeting Attendee
Stacy	Weiss							spwmit@yahoo.com	1.29 Meeting Attendee

Laurence	Rabe	Van Nuys CAC	14622 Valley Vista Blvd	Sherman Oaks	CA	laurencerabe@aol.com	Sherman Oaks Resident, 1.29 Meeting Attendee
Jennifer	Parker					parker-j@pacbell.net	1.29 Meeting Attendee
Uzi	Salomon					uzisemal@gmail.com	1.29 Meeting Attendee
Jesus	N Cabanillas		10721 Lull St	Sun Valley	CA	redic14@yahoo.com	Sun Valley Resident, 1.29 Meeting Attendee
Yvan	Poissant					yvanpoissant@earthlink.net	1.29 Meeting Attendee
Janet	Edmunds Cohem		3693 Buena Park Dr	Studio City	CA	janet@jayscohen.com	Studio City Resident, 1.29 Meeting Attendee
Peter	Generales		807 North Kemp St	Burbank	CA	petergenerales@icloud.com	Burbank Resident, 1.29 Meeting Attendee
Brad	Bucklin	Editor, Words and Media	265 East Orange Grove #C	Burbank	CA	bradmbucklin@live.com	1.29 Meeting Attendee, Media
Lea	Gonzalez	Congressman Tony Cardenas, Field Representative	9612 Van Nuys Blvd	Panorama City	CA	lea.gonzalez@mail.house.gov	1.29 Meeting Attendee, Elected Official
Mike	Aguilera	Congressman Adam B Schiff, District Representative	5500 Hollywood Blvd Suite 416	Los Angeles	CA	michael.aguilera@mail.house.gov	1.29 Meeting Attendee, Elected Official

Bob Hope “Hollywood Burbank” Airport

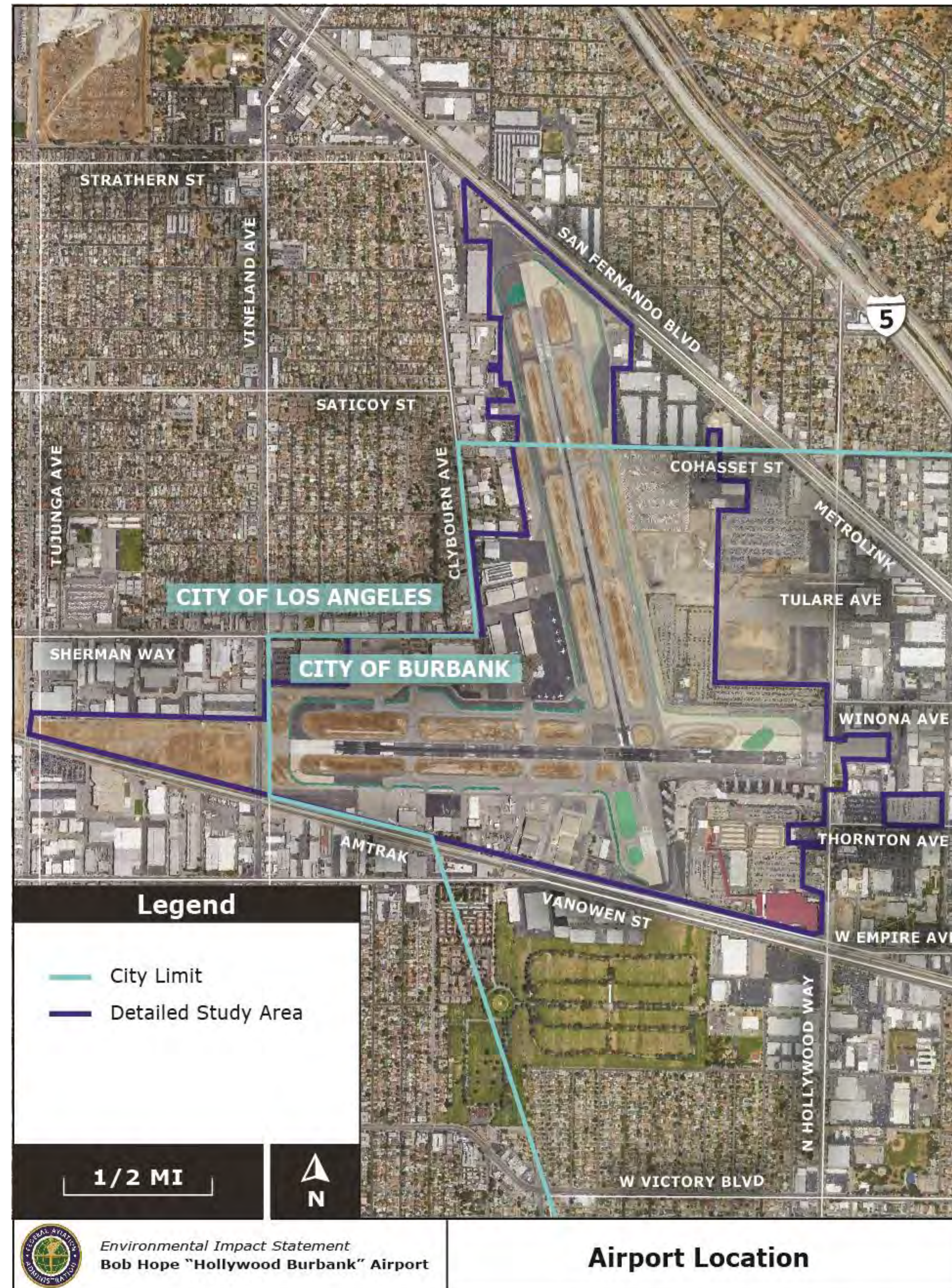


Proposed Replacement Terminal Project Environmental Impact Statement

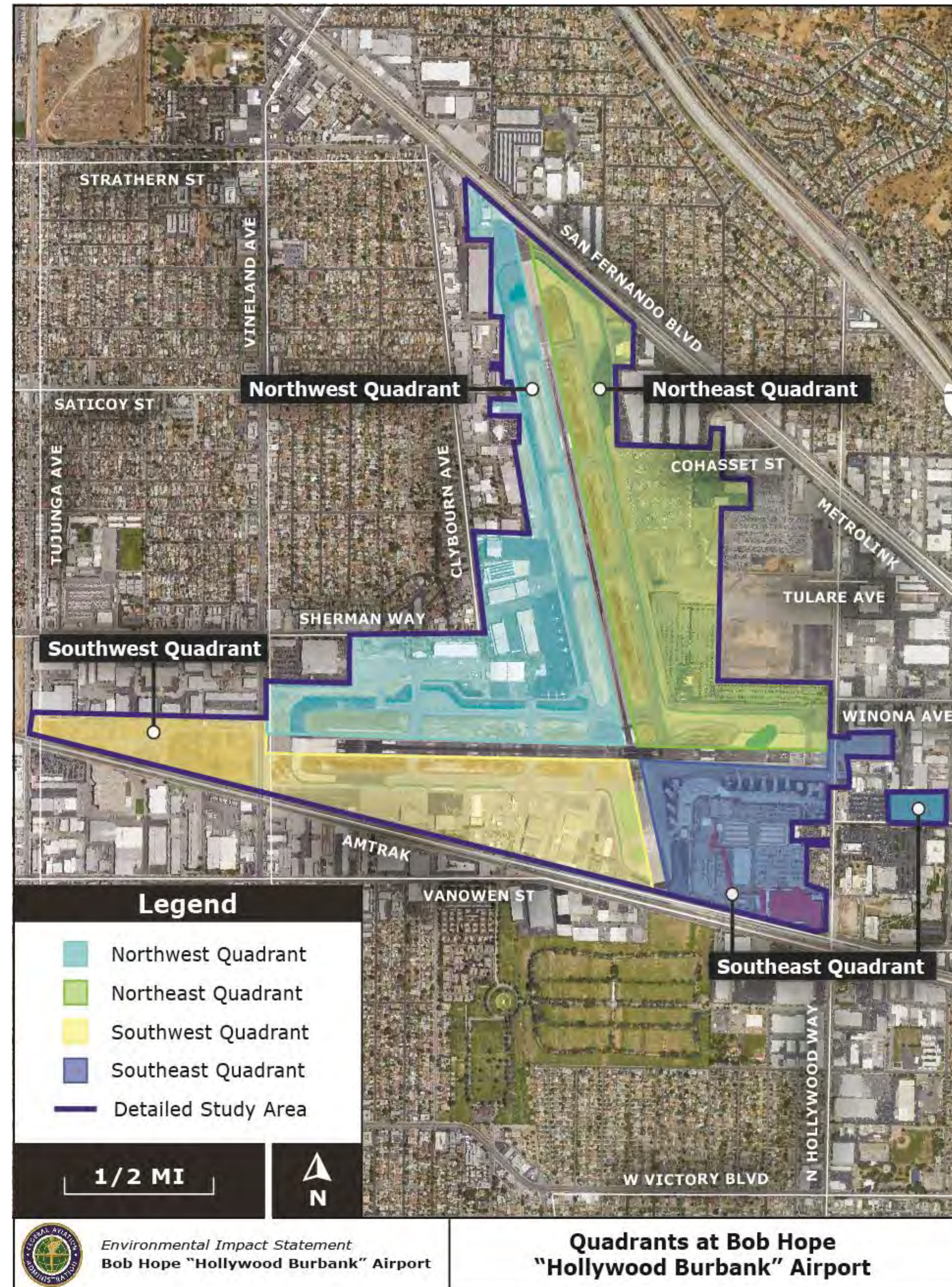


Public Scoping Workshop
January 29, 2019

AIRPORT LOCATION



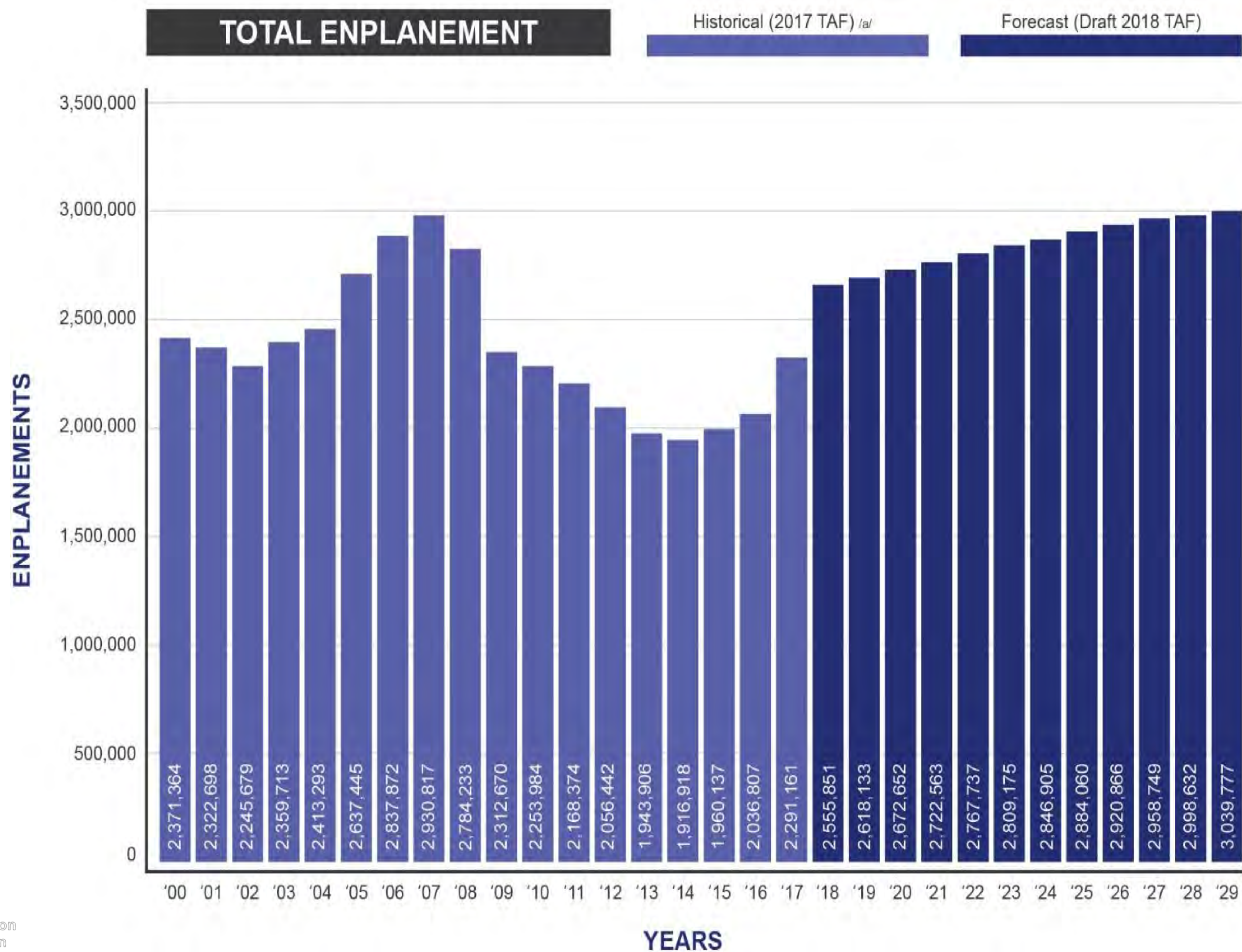
AIRPORT QUADRANTS



AIRPORT OPERATIONS



AIRPORT ENPLANEMENTS

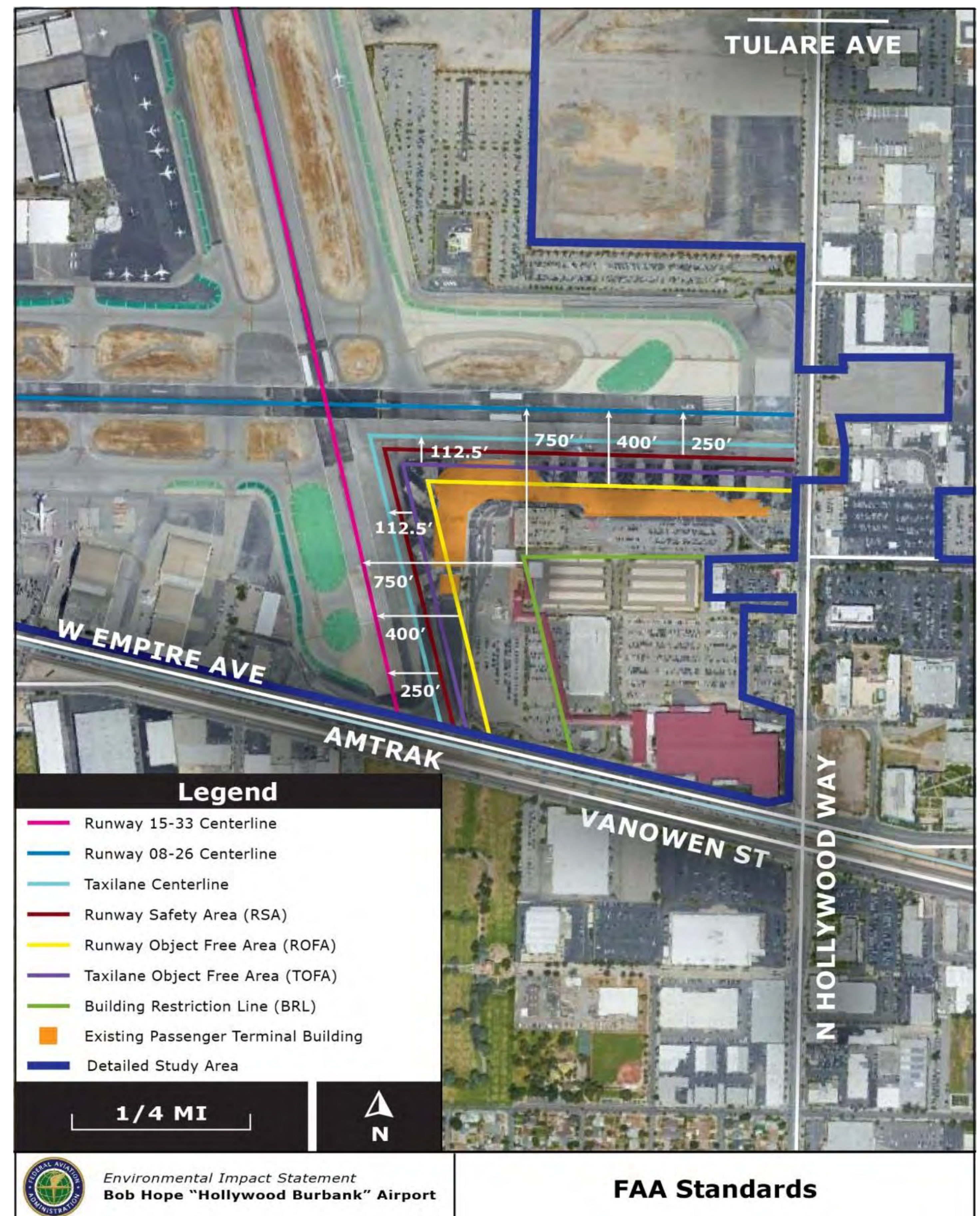


The purpose of the Proposed Action is to provide a passenger terminal serving the Burbank market segment that meets all current FAA standards as well as the California Building Code requirements. The Proposed Action would further enhance airport safety at BUR by meeting FAA standards consistent with the FAA Advisory Circular 150/5300-13A, Change 1, Airport Design, and the **FAA's regulations on the Safe, Efficient Use and Preservation of the Navigable Airspace**, described in, 14 C.F.R. Part 77. The proposed replacement passenger terminal would be properly separated from the runways and maintain adequate Runway Object Free Area, Taxiway Object Free Area, and Building Restriction Line standards.

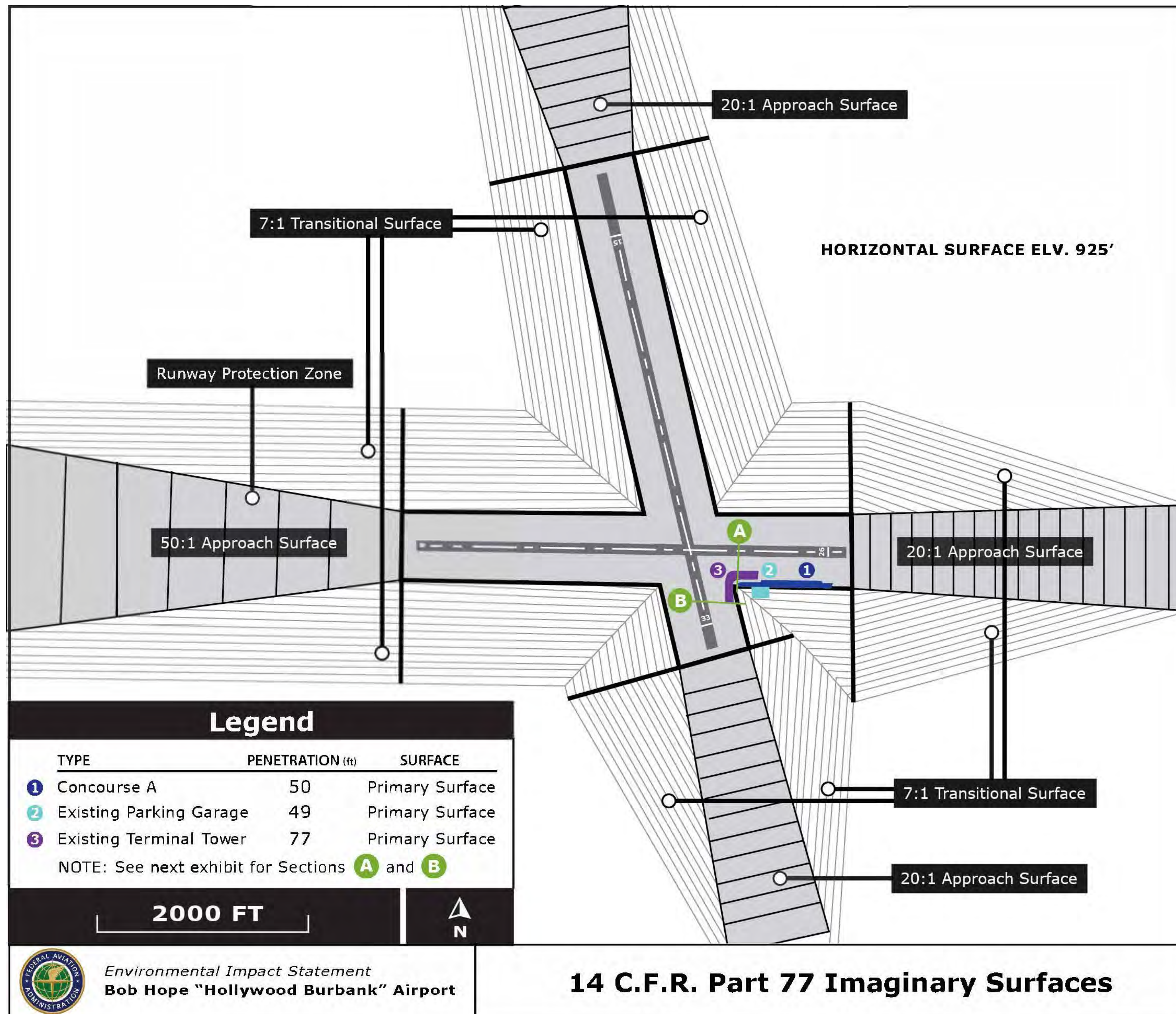
FAA STANDARDS

FAA Standard	Standard	Existing Passenger Terminal from Runway 08-26 Centerline	Existing Passenger Terminal from Runway 15-33 Centerline
Runway Object Free Area (ROFA)	400 feet ^{/a/}	About 255 feet ^{/a/}	About 375 feet ^{/a/}
Building Restriction Line (BRL)	750 feet ^{/a/}	About 255 feet ^{/a/}	About 375 feet ^{/a/}
Taxilane Object Free Area (TOFA)	112.5 feet ^{/b/}	About 85 feet ^{/b/}	About 110 feet ^{/b/}

Notes: /a/ - Distance from runway centerline.
/b/ - Distance from taxilane centerline.

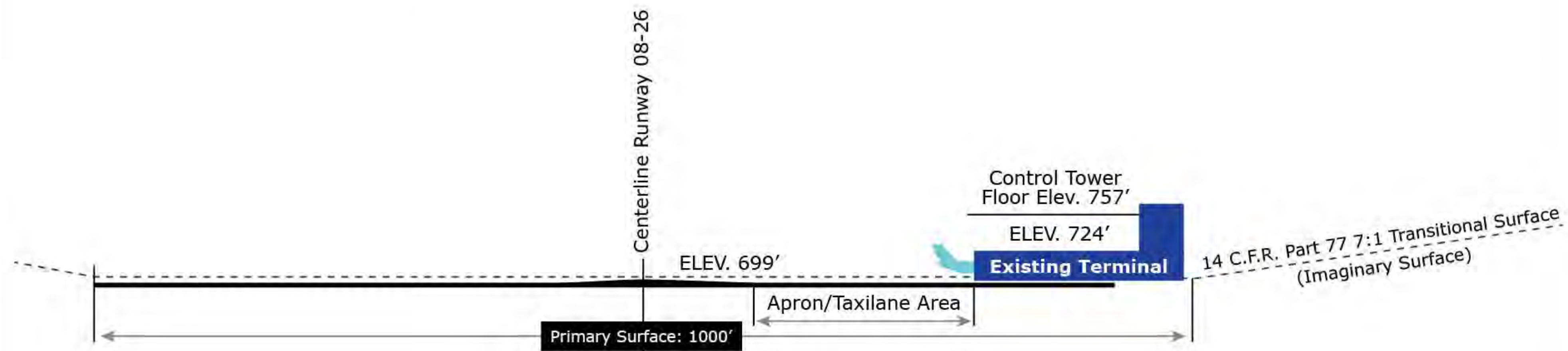


14 C.F.R. PART 77 IMAGINARY SURFACES

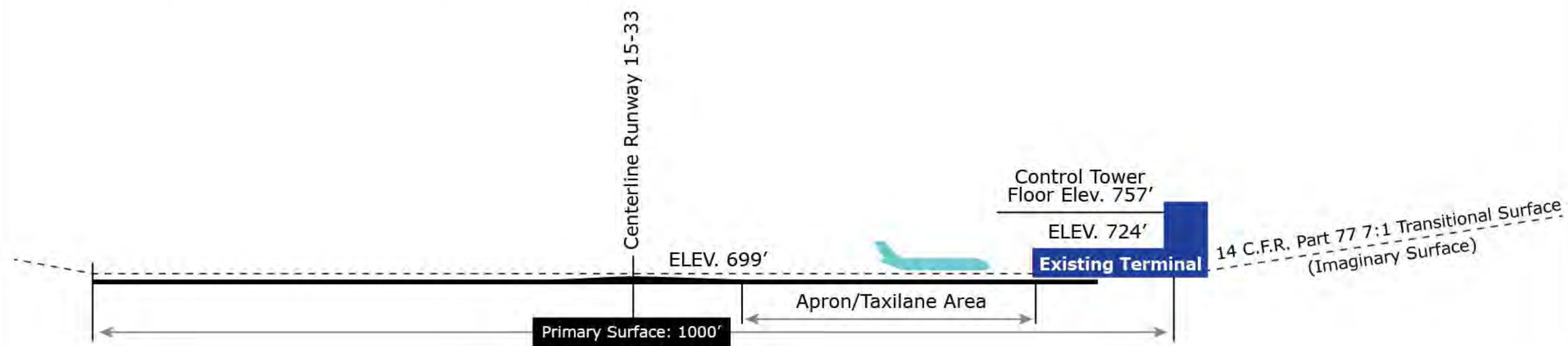


14 C.F.R. PART 77 OBSTRUCTIONS

SECTION A - RUNWAY 8-26 (LOOKING EAST)



SECTION B - RUNWAY 15-33 (LOOKING NORTH)



Legend



Objects Penetrating 14 C.F.R. Part 77 Surface

NOTE: Elevations of Primary Surfaces Vary Along Runway Profiles.



Environmental Impact Statement
Bob Hope "Hollywood Burbank" Airport

14 C.F.R. Part 77 Obstructions

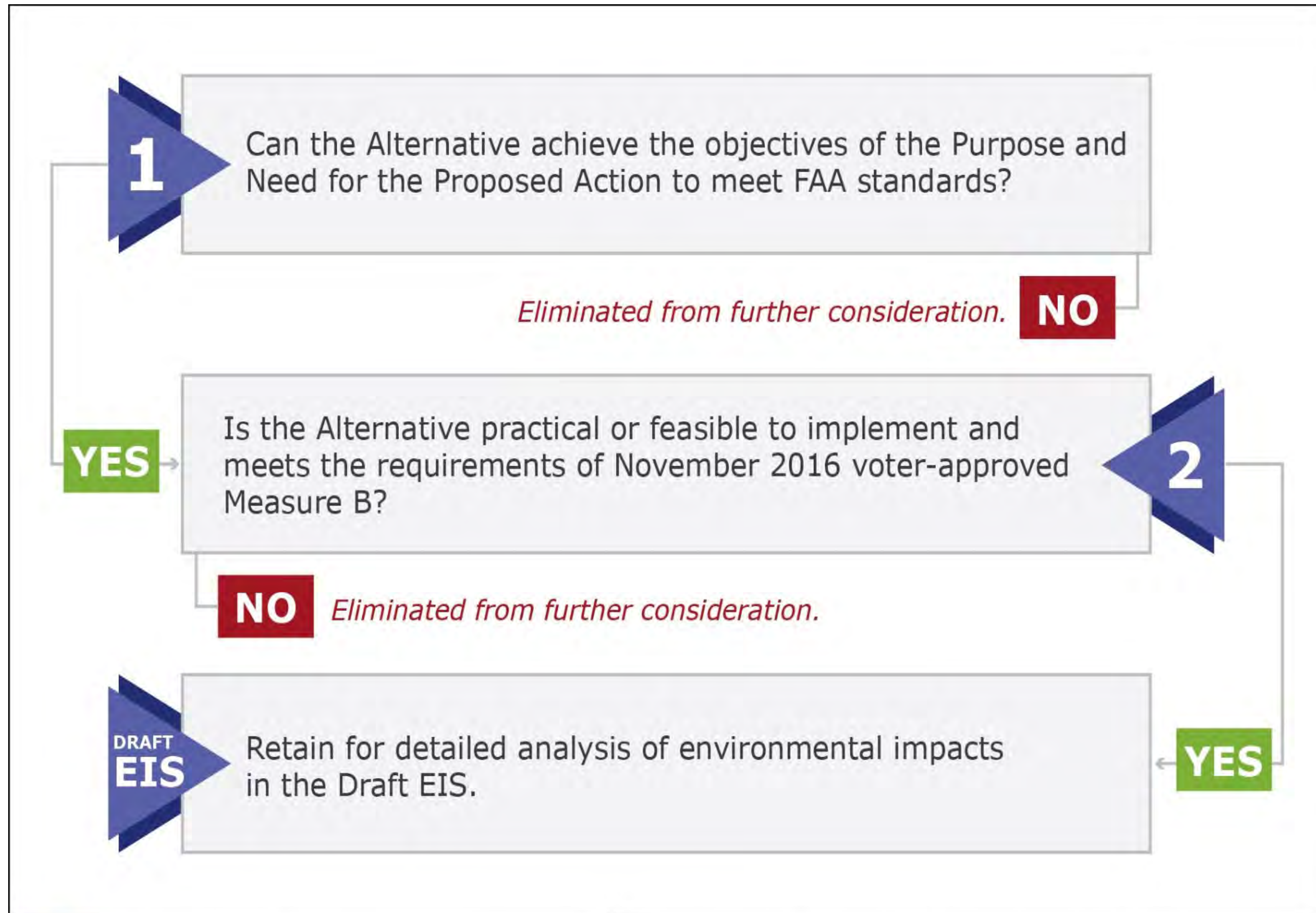
PROPOSED ACTION (CONSTRUCTION)



PROPOSED ACTION (DEMOLITION)



ALTERNATIVES SCREENING PROCESS



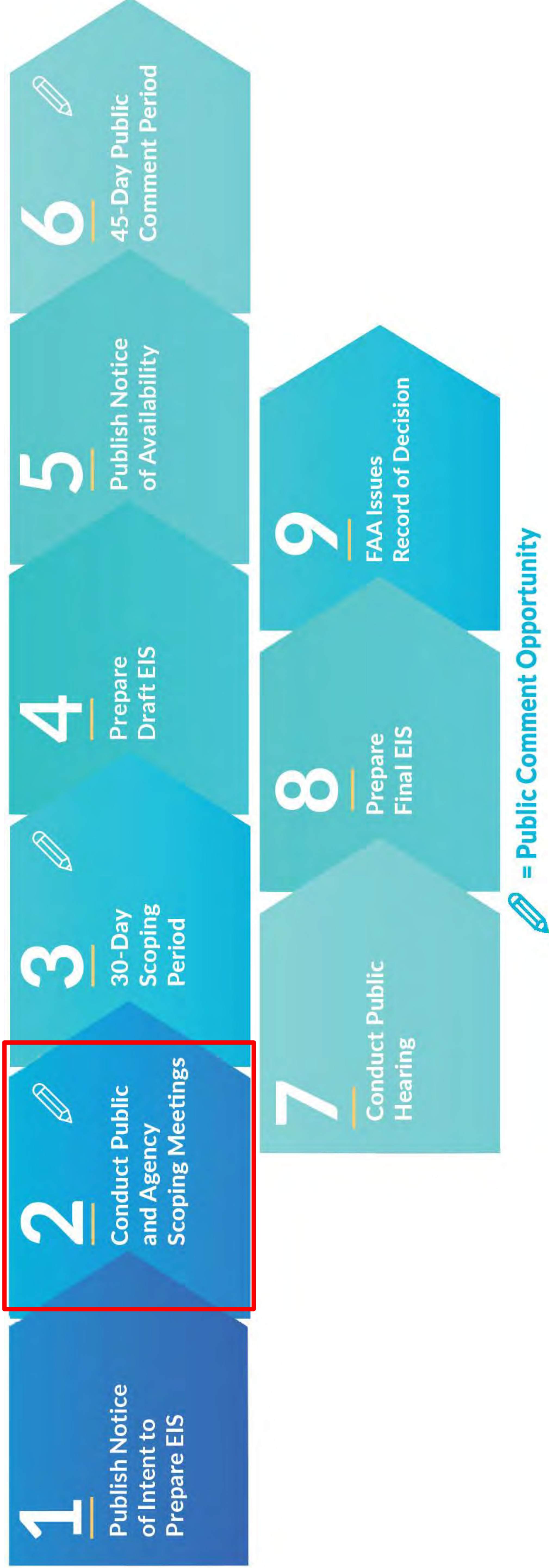
LIST OF POTENTIAL ALTERNATIVES

- New Airport
- Remote Landside Facility
- Transfer Activity to Other Airports
- Other Modes of Transportation
- Airfield Reconfiguration
- Replacement Passenger Terminal in Southeast Quadrant
- Replacement Passenger Terminal in Southwest Quadrant
- Replacement Passenger Terminal in Northwest Quadrant
- Replacement Passenger Terminal in Northeast Quadrant
- No Action Alternative

ENVIRONMENTAL RESOURCE CATEGORIES

- Air Quality
- Biological Resources
- Climate
- Department of Transportation Act, Section 4(f)
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archaeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise Compatible Land Use
- **Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety**
- Visual Effects
- Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)
- Cumulative Impacts

EIS PROCESS OVERVIEW



- Notice of Intent – December 18, 2018
- Agency and Public Scoping – January 29, 2019
- FAA prepares Draft EIS document – Spring / Summer 2019
- Public Hearing and Workshop on Draft EIS – Fall 2019
- Final EIS – 2020
- FAA issues its finding in a Record of Decision – 2020

METHOD #1

Fill out a comment card this evening

METHOD #2

Provide oral comments to the stenographer

METHOD #3

Send written comments via U.S. mail
(must be postmarked by Friday,
March 1, 2019) to:

Mr. David F. Cushing

FAA – Los Angeles Airports District Office – LAX 600
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

2. Public Scoping Meeting Transcript

The public scoping workshop held on January 29, 2019, had a stenographer who transcribed oral comments. Nineteen people provided oral comments at the workshop. The following is a list of the individuals (in the order in which comments were provided) who provided oral comments to the stenographer at the public scoping workshop (a copy of the public scoping workshop transcript is provided on the following pages):

Rose Kauper
Tom Materna
Patricia Mann
Sandra Levin
Doron Kauper
Alison Martin
N. DeWolff
Barbara Tranchito
Ellen Byron
George Mooradian
Lester Bass
Laverne Thomas
Yoli Poropat
Jayne McKay
Lisa Cahan Davis
Roy Weigand
Janet Edmunds Cohen
Jennifer Parker
Becky Arntzen

CITY OF BURBANK

PUBLIC HEARING

IN RE:)
)
SCOPING MEETING)
_____)
)
PROPOSED REPLACEMENT TERMINAL)
PROJECT FOR BOB HOPE AIRPORT)
_____)

CERTIFIED COPY

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Burbank, California

Tuesday, January 29, 2019

Reported by:

SAVAUNA L. WINN
Hearing Reporter

Job No.:
21681CON

1 CITY OF BURBANK

2 PUBLIC HEARING

3
4
5 IN RE:)
6 SCOPING MEETING)
7 _____)
8 PROPOSED REPLACEMENT TERMINAL)
9 PROJECT FOR BOB HOPE AIRPORT)
10 _____)
11
12
13
14
15

16 TRANSCRIPT OF PROCEEDINGS, taken at
17 300 North Buena Vista Street, Burbank,
18 California, commencing at 6:00 p.m. and
19 concluding at 8:00 p.m. on Tuesday,
20 January 29, 2019, reported by
21 SAVAUNA L. WINN, Hearing Reporter.
22
23
24
25

PUBLIC COMMENTS BY:	PAGE
ROSE KAUPER <u>Comments 173, 179, 180, 187</u>	4
TOM MATERNA <u>Comments 170, 178, 179, 203</u>	5
PATRICIA MANN <u>Comments 193, 201</u>	6
SANDRA LEVIN <u>Comments 174, 181, 191, 192, 200, 215, 216, 227, 232</u>	7
DORON KAUPER <u>Comments 172, 180, 187</u>	9
ALISON MARTIN <u>Comments 180, 187, 202, 233, 234</u>	10
N.DeWOLFF <u>Comments 213, 214, 230, 231</u>	11
BARBARA TRANCHITO <u>Comment 187</u>	13
ELLEN BYRON <u>Comments 181, 187, 224</u>	13
GEORGE MOORADIAN <u>Comments 181, 187, 205, 206</u>	14
LESTER BASS <u>Comments 188, 229</u>	15
LAVERNE THOMAS <u>Comments 177, 179, 196, 208, 219, 220, 221, 222</u>	16
YOLI POROPAT <u>Comments 181, 218</u>	19
JAYNE MCKAY <u>Comments 172, 181, 194, 195, 204</u>	20
LISA CAHAN DAVIS <u>Comments 171, 175, 176, 185, 186, 189, 190, 198, 209, 210, 211, 212, 225, 226</u>	22
ROY WIEGAND <u>Comments 179, 184, 228</u>	25
JANET EDMUNDS COHEN <u>Comment 199</u>	27
JENNIFER PARKER <u>Comments 172, 179, 183, 207, 217</u>	28
BECKY ARNTZEN <u>Comments 179, 180, 181, 187, 197, 223</u>	29

1 Burbank, California, Tuesday, January 29, 2019

2 6:00 p.m.

3
4
5 PUBLIC COMMENTS

6 MS. ROSE KAUPER: So, I want to say my life has
7 changed tremendously since they changed the new flight
8 pattern.

9 I live in Sherman Oaks on the border of Studio
10 City. I have between 250 to 300 flights a day going over
11 my home. I once lived in a quiet canyon that had
12 wildlife. Red-tailed hawk, deer, bobcats, all gone.
13 Period.

14 Because we live in a canyon, it's a cul-de-sac
15 and the flights echo through the canyon, and it keeps me
16 awake. I can't go to sleep, and when I do fall asleep,
17 I'm awakened at 3:00, 4:00, 5:00 o'clock in the morning by
18 a variety of flights. I can only wear ear plugs for so
19 long a period.

20 I have a large garden that I will no longer be
21 planting because of the particulates from the jets that
22 come down. There have been many environmental studies on
23 other areas that show how damaging and hazardous it is to
24 our health. I have asthma, and I walk in the
25 neighborhood. I can't walk in my neighborhood anymore

1 because there has been such an increase in my inhaler use
2 in order to exercise.

3 I want them to go back to the original flight
4 pattern. It worked. I think that if I wanted to live in
5 Burbank, I would have moved to Burbank. There are less
6 flights in Burbank than Sherman Oaks. I would move, but
7 the value of my home has decreased significantly since
8 this has happened.

9 I am concerned about my health mostly, just
10 because of the studies that have been done, and I don't
11 understand why they chose this flight route. It has
12 completely changed the whole community, and I ask for
13 their support.

14 That's all.

15 MR. TOM MATERNA: I strongly oppose the new
16 terminal expansion and the new flight paths.

17 The new, more permanent terminal will further
18 degrade our public parkland. Our quiet refuge from noisy
19 city life.

20 It will negatively impact the already dwindling
21 wildlife and increase fire risk in an area where ingress
22 and egress by emergency vehicles is severely limited.

23 If Burbank wants to build a new terminal, other
24 alternates must be considered such as:

25 - Stopping the export of noise and negative

1 impacts of Los Angeles. Reroute the flights over Burbank,
2 Glendale, and Pasadena. They are reaping the profits from
3 the airport but are not sharing in any of the air noise
4 and pollution. Los Angeles receives all the negative
5 impacts with no reward or profit.

6 - Restore the historical six-mile-wide flight
7 path, proven safe for decades.

8 - Consider multiple tracks and alternate tracks
9 in all directions. We have witnessed successful northern
10 departures by all jets as well as eastern departures.

11 - Consider relocation of airport to a less
12 populated area.

13 Thank you.

14 MS. PATRICIA MANN: I'm a long-time resident of
15 Studio City. I have lived in the neighborhood for
16 20 years, and I have never been subjected to so many
17 flights over my home.

18 I talked to the Burbank Airport. The noise
19 person, I think his name is Mark Hardiman, and he tells me
20 that the planes have not shifted routes, that nothing has
21 changed, and I can tell you anecdotally that that's not
22 true.

23 There is probably 50 planes over my house per
24 day, and Burbank Airport and the FAA do nothing. They
25 don't care. Burbank Airport used to be a wonderful

1 neighbor. They aren't and if they don't change these
2 flights and take into effect the impact that it has on us,
3 then I will never support this Burbank Airport. This
4 neighborhood is so resistant to it unless they do the
5 right thing and they haven't.

6 That's it.

7 MS. SANDRA LEVIN: I'm very upset. I have
8 attended all the meetings and each time to no
9 satisfaction. There aren't any environmental studies that
10 are being performed to research the effect of the
11 increased air traffic on children and adults in this
12 community.

13 I purchased a house in Studio City because it was
14 far enough away from the airport that I wouldn't
15 experience many planes, and since I have lived here over
16 the last ten months it has, like, tripled the air traffic.
17 Every few minutes, all night, starting early in the
18 morning, it doesn't end.

19 I mean, I've lived in other communities of the
20 other states and there were rules about flying in the
21 middle of the night and starting too early in the morning,
22 and here it seems like it's a free-for-all. The flights
23 are both business and private ones and commercial because
24 they are so low I can see the planes, and also, I have the
25 little device where I can clock it and I send in my noise

1 complaints, and I want to know what is being done because
2 nothing has changed in ten months.

3 We keep having these meetings. It goes in
4 circles. Nothing happens. Now they're thinking of
5 expanding the gates in Burbank Airport, and I guess they
6 wanted more gates, but now they're back to the original
7 numbers of gates. But I realize it's a business, but it's
8 affecting the community. It's affecting our quality of
9 life and our children. There's a school within a block of
10 me, and it's right on the flight path.

11 Kids in the playground are getting the
12 particulates and the fumes from the planes, and I can only
13 imagine what it's doing to them. I have had a cough since
14 I moved here, and I don't know what the cause of it is. I
15 now have allergies. My plants have a three-inch gray
16 substance on it, and I'm guessing it's from the planes. I
17 mean, first from the fires, but there aren't fires anymore
18 and they still have a gray dust.

19 So I'm wondering but I don't understand how an
20 airport can increase the number of flights and not have
21 done a study first before they just increased them, and I
22 know it's about business and making money but someone
23 needs to hear about the people and the names that live
24 there. People's pets too.

25 I don't know how else to be effective, what else

1 to say. I have given comments. I have written letters.
2 I have never gotten a call back from the airport. I send
3 in my noise complaint. They say you're only allowed a
4 certain amount of complaints and I reached the maximum,
5 and I keep repeating it every month.

6 Someone help please.

7 Thanks so much.

8 MR. DORON KAUPER: Hi. So I have one issue
9 regarding the airports and airplanes and that's the flight
10 pattern that now puts every plane that takes off from both
11 Burbank and Van Nuys directly over my house. That's
12 changed in the last, roughly, six months, and it puts me
13 at, essentially, the end of a runway.

14 Planes -- because we're in the Hills, the planes
15 taking off are far closer to the ground and those Hills
16 than they are on the flats or the valley, so we're getting
17 not just the noise of the acceleration of takeoff but the
18 reverberation in the canyon where I live.

19 It seems to me extremely unfair to subject a
20 single community of people to the entirety of the noise
21 coming from both airports, and that is not to speak of the
22 air pollution and the effect on the value of our homes
23 because of the noise. It is really an untenable situation
24 that shouldn't have happened in the first place.

25 I'm hoping something can be done about that very

1 soon because otherwise I have to move.

2 Thank you.

3 MS. ALISON MARTIN: I am completely against any
4 expansion, and the way they have changed the flight path
5 has completely impacted me and my family.

6 I'm a voiceover artist. My husband and I do our
7 living by doing voiceover recordings, and we have a booth
8 in our home, and the sound has increased so much. Every
9 few minutes there is another airplane coming, and we can't
10 work. So we're pushing our time to do our auditions and
11 our work until midnight, and it's totally affecting my
12 health. It's too much because in the morning I have wake
13 up and go to work, so it has been horrible.

14 The sound has increased and the echo off the
15 Hills and the mountain seems to make the planes even
16 louder. My children have reactive airway syndrome, and in
17 the past six months they have had to increase their
18 treatments for their lungs, and I think that's because of
19 the air pollution now because it's going right -- the
20 planes are going right over our house.

21 And if this expansion happens, it's going to be
22 detrimental to my kids' health and even more so to my
23 work. I'm completely against it. I think it's totally
24 unfair to make this large a change, especially in a
25 valley.

1 We live in a valley. The air gets trapped. The
2 sound gets trapped. It's completely wrong to do this to
3 us at this point. My friend who is here who is a realtor
4 has said that our property values will be down now.
5 People are already asking, "I'm not so sure because of the
6 airport reconstruction."

7 So I'm against it, and please, please, please, we
8 need help to fight this.

9 Thank you so much.

10 MR. N. DE WOLFF: Two points I would like to
11 make.

12 The first is logistical, which is that this
13 evening's meeting was sadly misrepresented and has made
14 more schisms in the community. Approximately, because
15 50 percent of the attendees incorrectly thought today's
16 meeting was about flight plans.

17 Another large constituency thought this would be
18 an opportunity to get answers from various authorities.
19 So the communication was in fact misrepresented in that it
20 would be very easy to say tonight is about us getting your
21 input. This is not an opportunity to get answers from us.
22 You would have had half of the attendees and a much better
23 cooperation and a much better complaint base.

24 I urge the various authorities think about that
25 before the next meeting, to properly communicate what the

1 intent of the meeting and what the hopeful outcomes from
2 the parties are. Point one.

3 Point 2, is that of the representatives that are
4 here, I was consistently redirected to various different
5 representatives. None of whom had answers to very simple
6 questions such as: Where were the points of entry and
7 exit to the airport? What were the traffic flow plans?
8 The people who were supposed to be the experts admitted
9 they had no answers, thus this was not for answers but for
10 input.

11 So, my input would be, with respect to terminal
12 design, the authorities need to make very conscientious
13 efforts to clarify what the impacts on traveling flow will
14 be. Not just directly adjacent to the airport but also
15 relating to how people move through the city of Burbank to
16 access the 5, the 134 and the 101 freeways because those
17 will be definitely impacted by the change of design of the
18 airport terminal.

19 And also, how this new layout will positively
20 impact the living and business infrastructure that's
21 planned for the Golden State project that surrounds the
22 airplane.

23 We would like to see clear and comprehensive
24 proposals for what the expectations are in that way.

25 I'm done. Thank you.

1 MS. BARBARA TRANCHITO: My problem is the noise.
2 Pretty much the noise. I live up in the Hills in Studio
3 City, and I can see planes coming from Burbank toward my
4 house and over my house to land.

5 It seems to me that they're being more frequent.
6 They have added new flights and all that, so the noise is
7 almost every hour. It does stop at midnight. I will give
8 them that, but otherwise -- and they also seem to be
9 getting lower so the windows shake. Yeah. So the windows
10 shake. That's not good. That's not good.

11 I want them to go back to what it used to be.

12 Thank you.

13 MS. ELLEN BYRON: The last two years we have
14 heard the noise above our house -- we live in the Hills --
15 go up a hundred percent, and we were like, "Why is that?
16 Is it our imaginations?" No, it's a super skyway.
17 There's no reason for it.

18 Any increase or enlargement of this airport is
19 only going to encourage more of it. I'm tired of the
20 airlines getting preference over the residents and then
21 being able to fly wherever they want to save fuel so they
22 can give their investors more of more return, while we
23 still there worrying if a plane will fall in our backyard.

24 I shouldn't have to look. I shouldn't be able to
25 look up in the sky and say, "Hey, that's a Southwest

1 plane. That's United or that's Alaska Airlines," because
2 they're flying so close I can identify the airline logo on
3 their tail. That's unacceptable.

4 We have paid money. Our children -- they should
5 be using schools as vectors. There's a wide range. They
6 should go back to the original flight plan of this
7 superhighway that's just endangering residents, and fly
8 planes in two cities, Burbank and Los Angeles.

9 Thank you.

10 MR. GEORGE MOORADIAN: My name is as on the
11 paper. I have lived in Studio City since 1980. Raised
12 and raising four kids there, and we have used Burbank
13 Airport for different flights, smaller flights, and we
14 love the convenience of it.

15 But a year or two ago, we noticed that the flight
16 pattern changed, and we really noticed a difference and it
17 impacts our quality of life. I'm not saying anything new.
18 A lot of us are experiencing this and it's intolerable.

19 The flights and planes are lower, noisier, more
20 frequent, and I know there is a way to rectify this and
21 address it and reroute planes coming in and leaving over
22 more industrial parts of the city because it was better.

23 I know there are some safety issues, perhaps with
24 a runway being more and more of an incline, but if this
25 remodel of the terminal happens -- which they say it has

1 to because it didn't meet code -- that it somehow has to
2 work the runways in to comply with the different and more
3 industrial takeoff and landing. I think that has to be
4 done.

5 Again, where I live in Studio City, the schools
6 we go to -- the noise, the pollution is intolerable, and
7 from very early morning to late in the night.

8 We live in Colfax Meadows, and the planes now
9 come lower and right over us, more frequent, and again I
10 have a feeling that if this terminal goes through that
11 they need to be able to make the runways more for the
12 neighborhood and the community and for the quality of
13 life. For the health of our children, the health all of
14 us. I'm becoming a grandpa, so I need -- just a more
15 civilized life, and I know it can be done.

16 I know this is going to be a multiple-million-,
17 even billion-dollar renovation, and I don't think it's
18 going to take much. I understand the runways aren't
19 increasing, they are just putting an access, so for me to
20 be leveling a runway to make the airplanes again come
21 different, there has to be a way. I really, strongly urge
22 the FAA and the City of Burbank to do this. Go well.
23 Take care of the Burbank community.

24 Thank you.

25 MR. LESTER BASS: I'm a disabled veteran, and I

1 have an injury where I have thermal headaches, and the VA
2 gives me medicines for that, but here the last couple of
3 years has been getting worse and worse and the sounds of
4 those planes are getting worse and worse.

5 The medicines didn't help. The stuff is too
6 drastic, and the VA is try taking to give me some
7 additional help, but I don't want to take any more. I'm
8 88 years old. Too much of that stuff in your system is no
9 good, so I'll probably have to move. I've lived in my
10 house 75 years. My kids grew up there, my family, and I
11 think the problem is they have to help us.

12 No other people we can go to, so we really need
13 their help. Now.

14 That's it. Okay. Thank you.

15 MS. LAVERNE THOMAS: First of all, "While you can
16 ask us in your comment to withhold from public review your
17 personal identifying information, we cannot guarantee that
18 we will be able to do so." That's baloney. If you say --
19 I can write to any bank. I can write to anybody to
20 withhold information; okay? That's baloney. That's a
21 farce; okay?

22 Number one, the format of the meeting. I don't
23 like the format of meetings like this. I expected to walk
24 into a room and have all the chairs down, sit, and listen
25 to somebody. This reminds me of that stupid, brown train

1 going up north; okay? For seven years, I was involved in
2 that and then they started this kind of thing, and I don't
3 care for that.

4 Okay. So, helicopters. Well, first of all,
5 let's go back.

6 I am concerned with Burbank Airport. Burbank was
7 a nice little airport, all right, and people flew out of
8 it. Local people around the area, whatever, came to it.
9 Now we're going to get that high-speed rail over here.
10 Santa Monica is closing down in 2028. I'm concerned about
11 what's going to happen with all the aircraft from
12 Santa Monica airport and wherever else.

13 I have always been concerned. I live over here
14 by Disney; okay? I have lived there for 45 years.
15 When I bought my home here -- 45-and-a-half years.
16 Forty-five years, September 1 of this year. When I bought
17 my home there, I lived where the majority of these people
18 are from over the North Hollywood/Studio City area.

19 When I bought over near Burbank, I went and I
20 found out what flight came in this direction. San Diego,
21 Reno, Phoenix, whatever. I would sit 200 feet from the
22 house I was going to buy and listen for the aircraft; all
23 right? And that was the day when they didn't have
24 aircraft takeoff up like this. They went over, and
25 propellers went like this, that, and the other. I was

1 concerned about it.

2 Now, today they have that NexGen thing. I can
3 sit in my house over there. I can see planes and they are
4 not low, low, but nonetheless I can see them flying over
5 our houses here, over this area over here, over Burbank,
6 and I believe they're probably going over to LAX.

7 Number one, I'm concerned about is that I'm
8 concerned that this airport is going to grow out. All
9 right? It's going become an international airport.
10 It's going to be a -- what do you call it? From LAX?
11 Whatever they call it. "Hey, go over to Burbank from
12 LAX," and a lot of different things.

13 I don't like the NexGen. I don't like what they
14 have done, but I'm really, really concerned about the
15 airport and what's happening to it. The growth of it. We
16 never ever had flights years back that went to here,
17 there, and everywhere. All right?

18 So that's all that I have to say.

19 I can't be prepared for this. I was prepared to
20 sit and listen and then if I had an opportunity to ask
21 questions from what I heard. I don't like dog and pony
22 shows like this.

23 And the other thing is, our city council has an
24 annual calendar. It gets approved by them. It's
25 submitted to them by our city manager, I believe in May --

1 no, the end of our fiscal year is June, so May they
2 approve it.

3 I want to know why we had this meeting today at
4 the same time that we're having our council meeting; all
5 right? It has been published, they should know what it is
6 and we shouldn't have a meeting like that.

7 Anyway, that's all I have to say. It's short and
8 sweet. I'm concerned about the airport. I don't want to
9 see a ton of traffic in there, and I can't stand -- and
10 I'm sure you have heard it from other people -- all of
11 these damn helicopters. These helicopters are flown --
12 and I live by Disney. They have the tourist ones, and
13 they're flying lower than they should be flying. I was
14 told they had to fly with the freeways. They don't.

15 Thanks.

16 MS. YOLI POROPAT: I'm very concerned about the
17 flight increases. My son goes to Carpenter Community
18 Charter Elementary. We noticed an increase. It's
19 disrupted classes.

20 I have noted that this building and his breathing
21 -- he seems to be having more colds. It's loud. It's
22 disruptive, and it's increasing tremendously, and I don't
23 know why it's allowed to go over a school, the flight
24 path. I thought they were taken away from schools.

25 My seven-year-old son, Joaquin Poropat, his

1 health is being compromised, and a lot of the parents at
2 Carpenter are very concerned, and, I guess, you know,
3 we're very disappointed.

4 Everybody thought this was going to be an open
5 forum tonight not just a dog and pony show for the
6 airport. People are really annoyed. This is not the way
7 it was advertised.

8 Thank you.

9 MS. JAYNE McKAY: All right. So, I have lived in
10 Burbank for 30 years, and I have been fighting the airport
11 expansion since we moved in.

12 In those 30 years, we have seen the amount of
13 aircraft going over our house clearly double, at least.
14 We used to have FedEx and UPS about 7:00 o'clock every
15 night, we could count on it, and now we get two, three
16 flights in the morning. Three commercial flights in the
17 morning, three at night. We now have -- there used to be
18 a voluntary curfew that people respected, now we have
19 charter planes throughout the night, every night.

20 Our house, thankfully, was soundproofed by the
21 FAA, but we no longer can dine outside because of the
22 amount of the air traffic. That is the truth. We don't
23 dine outside. I no longer garden. I can't walk in our
24 neighborhood.

25 And my biggest concern are the 26 schools and

1 parks that are underneath this flight path, and the flight
2 path is getting wider since the NexGen technology. It's
3 gotten much wider, so there are more and more schools
4 affected by this, and the pollution that's raining down
5 from the exhaust.

6 I seriously think that the terminal needs to be
7 reconsidered. We know if you build it they will come, and
8 we know more planes means more pollution, so clearly this
9 is something that we all would like to see made smaller.

10 It really needs to be scaled down smaller, and
11 that's what I wanted to say.

12 MS. LISA CAHAN DAVIS: I would like to see a
13 master plan, five years, ten years out.

14 I would like to have the original scope of work
15 request for RFP or RFQ presented by the Burbank Airport or
16 whomever, so that we as citizens know what was the
17 original intent for development.

18 I would like to make sure that the footprint for
19 the Environmental Impact Report is scoped out further than
20 what they intend. For example, the traffic on the 101,
21 depending on where you're coming from, exits and enters
22 off of the 101 at Universal/Lankershim, so that's how far
23 I would like the Environmental Impact Report for traffic,
24 traffic mitigation, noise, transportation, things like
25 that.

1 I would like to find out for the terminal that
2 they were proposing based on the development and the
3 logistics, what is the maximum capacities of additional
4 airplanes that they can bring to life? My concern is this
5 is a logistics plan to allow maximum capacities for
6 flights in and out, and it is disguised, or presented, as
7 an FAA fix to being compliant.

8 The data collection used to assess based on the
9 FAA's EIR or EIS, I would like to know what the -- it
10 should be as close to reality as to the alternates for
11 moving of soil and land so that their measurement and
12 quality of that relates a hundred percent to what the
13 projection of dirt and soil movement would be.

14 They need more public notice. They alerted
15 people in December during the holidays, and here we are
16 now. Their communications should be far beyond just a
17 Burbank footprint. You have the Hills, you have the whole
18 San Fernando that's being impacted.

19 The other thing I have to say is the Burbank
20 Airport was originally intended to be a local airport, not
21 a high-traffic, high-density airport. The San Fernando
22 Valley currently has the Burbank and Van Nuys airports in
23 the small footprint it has.

24 We're surrounded by mountains. In addition to
25 that, we have been in a ten-year crisis for water. We

1 have lost our trees from the drought. There is no quality
2 of -- there's no mitigation plan that I know of for
3 improving of air quality. There's a heating island, in
4 fact, right now because of climate change, lessening of
5 our urban forces, more cars on the street.

6 We have the 170 highway, the 101, the 405, and
7 all of these throughways that the City of L.A. is looking
8 to also bring up to date in the master plan for all of its
9 communities. These all have to overlay within how the
10 San Fernando Valley is going to be designed for the future.

11 Burbank does not sit isolated. Glendale did not
12 sit isolated. L.A. does not sit isolated. We are one
13 community, and you have to look at how the San Fernando
14 Valley's original intention for a suburban environment is
15 going to be changing for the worst to be urbanized and
16 congested. Where do people go from here?

17 What is this 30-day scoping period? Are you
18 having another meeting? You should have one in different
19 parts of the valley. There should have been one in
20 Studio City, Cahuenga Pass, Sherman Oaks, Valley Village.
21 The communication should be lifted faster and higher to
22 the voices of your elected officials for them to get the
23 word out as well.

24 And when it comes time for the draft EIS, I
25 expect as many community outreach efforts, including

1 media, social media, and put money behind it regarding
2 advertising.

3 The community is greatly concerned with projects
4 being disclosed independently from one another. The first
5 one was the November meeting related to the FAA's flight
6 change partners, which greatly impact the quality of life
7 for those of us in the East San Fernando Valley. There
8 was not any warning on that and then there is this. So,
9 the FAA and/or the Burbank Airport needs to work
10 cohesively with the communities impacted that are on the
11 quote unquote "fix of the Burbank footprint."

12 We may not be privy to receiving all of the added
13 benefits for noise mitigation, such as new roofing
14 insulation, double-paned windows, but we are impacted
15 greatly by the noise pollution and the air pollution.
16 This has to be looked at as a environmental and quality of
17 life decision, not just commercial prospect.

18 Happy to answer any questions and have you over
19 for a cup of tea so you can hear the flights. Although,
20 you may have to show up at 12:30 in the morning to hear
21 the other flights that come, which are unrelated to
22 commercial, but certainly related to your cargo.

23 Which brings me to this question, which is the
24 capacities for your cargo and the increase in flights
25 related to FedEx and UPS, U.S. Postal Service, and others?

1 Those flights are running at all times of the night,
2 morning, and cause many nights of waking up to hearing the
3 engineers roar. Please look at this as you scope out your
4 plans. It's not just commercial, but it is those
5 industries as well. Thank you.

6 Please pay attention to how we in the east San
7 Fernando Valley -- we who have chosen this area to call
8 our home, and we are looking to support you but on
9 decisions that don't disintegrate our quality of life.

10 MR. ROY WIEGAND: So concerns about the new,
11 coming terminal, from the get-go is we're very unsure as
12 neighbors who live in the area of what's coming.

13 We're very concerned about the area at the
14 airport. The land itself is highly polluted from decades
15 and decades of toxic materials being dumped directly into
16 the ground and the filters. This is the ancient history
17 but that's what they did in the old days.

18 A lot of it is in the parking lot now, so when
19 they break in the parking lot, we don't know what's going
20 to come out of there. There are many schools, parks,
21 homes near the airport.

22 The EIR that we were given we were to vote on
23 Measure B, which is the ballot here in Burbank to either
24 okay or not okay the new terminal said the EIR, said that
25 they are predicting hazardous days during construction and

1 there is no mitigation during the EIR.

2 We don't know what "hazard" is. Do we have to go
3 around in scuba outfits with masks on? And what about the
4 school kids nearby? So there are a lot of unanswered
5 questions with this.

6 We're very concerned about the potential
7 capacities that the new, larger, more efficient terminal
8 will be able to pump out many more planes per hour. We
9 know it's the same amount of the gates. Fourteen gates,
10 which we have now, but the footprint of the building and
11 the new modern facilities will, upon demand, meet much
12 greater capacities and be able to turn flights in and out
13 a lot quicker.

14 So those are some of our concerns as a group. We
15 have already noticed in the last two years a definite
16 increase in the number of flights and how low they are to
17 the ground to save fuel. So it is definitely affecting
18 people and their quality of life. Not just Burbank, but
19 North Hollywood, in Toluca Lake, Studio City,
20 Sherman Oaks, so this is a way bigger than in Burbank.

21 It's easy to say, "I have this is going on my in
22 backyard and I hate it," but this a whole region being
23 affected by this. So those concerns have yet to be
24 addressed.

25 Most of the time when we have been able to speak

1 to somebody from the airport or the FAA we're told, as far
2 as the noise goes, well you got to talk to the pilots.
3 The pilots say to talk to the air traffic controllers.
4 The air traffic controllers say talk to the FAA, and on
5 and on, and they all said talk to the stenographer.
6 That's a joke.

7 So anyway, we know that busier airports bring two
8 things. The chief of the police, as he stated in the
9 1990s, says a larger expanding airport will be guaranteed
10 to bring two things, decreased property value and
11 increased crime. It goes with the territory. We have a
12 bigger thing.

13 So anyway, we're hoping to get some answers and
14 that the airport will become a good neighbor because right
15 now that's being severely tested. They always say they
16 want to be a good neighbor but that has gotten worse the
17 last couple of years.

18 MS. JANET EDMUNDS COHEN: My concern is I would
19 like to find out how, if they are increasing the cargo
20 flights in size. Because, according to the plans over
21 there, they're tearing the old one down and building a new
22 one, but there's no data to show if they're increasing the
23 square footage.

24 And also if they are, would there then be an
25 increasing of the cargo planes in and out of the airport

1 because of the decrease in the passenger planes at the
2 terminal, and how that would change?

3 But they don't really address the cargo planes.
4 We have them until the middle of the night 3:00, 4:00 in
5 the morning, and the planes are bigger, louder, and
6 heavier. So that's my question and concern. I would
7 really like to know if that's going to increase or if the
8 cargo planes are at the least there and that's going to
9 change and/or will they not and will that change?

10 MS. JENNIFER PARKER: So my comment is that I
11 don't believe that any of these should be approved until
12 the flight pattern situation is decreased.

13 As a resident in the Hills, nearby I have noticed
14 that, my daughter's school in Studio City, is that a there
15 are a lot more big planes flying both in and out, and all
16 the other parents and neighbors I have talked to, we
17 weren't informed or told about this, and I'm very
18 concerned about air quality already over there.

19 I'm concerned about safety. If one of these
20 planes has to land, it's a very densely populated area of
21 residential homes, and we already get -- where I live in
22 the Hills, we already get planes coming from LAX, and now
23 we're having planes coming in from Burbank, and now we're
24 getting planes flying over our homes from both sides.

25 And so, the flight pattern to me needs to be

1 addressed. Needs to be part of this. I don't think
2 anybody should be approving to do this with the runway or
3 that with the terminal until we can talk about the
4 underlying flight pattern. Because if the runway is going
5 to go one way, it might be like we have to have the
6 planes to go this way because you approved their one-way
7 change.

8 So it all has to be done together and openly, and
9 the citizens should have a say. I have lived in this
10 neighborhood for almost 30 years, and I have never seen
11 this plane traffic, and I know that Santa Monica Airport
12 is going to close soon and there are going to be more
13 planes to Van Nuys Airport and Burbank Airport, and unlike
14 LAX it has ocean breezes and things that can clear the
15 air. This part of L.A. is between two mountain ranges and
16 the air sits there, especially with global warming the air
17 sits there, and it's hot, dangerous and cancerous.

18 So before anything expands or gets better or
19 whatever I just feel that somebody needs to get community
20 buy in for the how these plans are going to come in,
21 takeoff, and understand that and look at the terminals.

22 That would be my comment.

23 MS. BECKY ARNTZEN: So, I don't know what I as a
24 citizen or a resident of Los Angeles can do about an
25 airport that's in Burbank; however, the flight activity

1 out of this airport affects us in Los Angeles. So, my
2 initial instinct is to say I don't want to support any
3 construction at Burbank Airport until and when Burbank
4 Airport vigorously starts to defend -- advocate on behalf
5 of the citizens of Studio City, Toluca Lake, Sherman Oaks,
6 and the people who are really truly are affected by the
7 activities at Burbank Airport.

8 We can't even vote on this expansion or anything
9 that occurs here, yet we're now the ones affected by this
10 here, and I guess one of the things that I'm concerned
11 about the is the new terminal will undoubtedly look nicer.
12 It's going to be able to accommodate more people, so it
13 will be much more attractive to the airlines as they ramp
14 up the number of flights they can do, so combine the
15 capacities and the increased flights taking off, and we're
16 going to be even more negatively impacted.

17 So until, and when, Burbank -- I know that they
18 have made some comments in support of our cause, but I
19 need them to really, really get behind us. The FAA says
20 that NexGen is safer, because it's easier for the air
21 traffic controllers. Well, you know what, they're paid a
22 lot of money. Number one.

23 Number two, I have lived in Los Angeles for
24 25 years. As far as I know, no jets have crashed into
25 each other in the valley. The old flight paths worked

1 well, and sometimes what appears to be improved industrial
2 process doesn't necessarily mean improved living standards
3 or living for the people affected by it. Just because
4 they can do it, doesn't mean to do it.

5 Just because they can take all the flights down
6 one little superhighway and increase and increase it and
7 make it easier and easier just because they can do it
8 doesn't mean they should or have to.

9 That's all I'm saying. I'm going to write this
10 out.

11 I do feel the FAA -- these guys have been very
12 nice. I'm truly impressed, but I do feel like the FAA has
13 almost been, "Why? Because we said so." It's as if what
14 we think doesn't matter at all. They say that the new
15 flight path hasn't been implemented yet, but, in fact, we
16 have evidence from our ears and eyes that they started
17 implementing it slowly. A little flight here in the
18 spring, and several more in the summer, and then several
19 more September and October, and then November, bang on.
20 Just like every minute and a half there's a flight going
21 over my house or by my house, and they're flying low and
22 they're noisy.

23 And I have aircraft from Van Nuys Airport and
24 Burbank Airport, and they never really told us about it,
25 it just sort of happened, and their whole attitude is

1 because we said so. It's better for us. It's better to
2 the airlines. They're going to save gas, so it's green.

3 I don't care if they get money. It's not green.
4 It's money-saving. The same people who put money in the
5 overhead compartments, so I don't care about that and I
6 know that they're -- the what are they called? The air
7 traffic controllers have a tough, stressful job, but I
8 believe they can use the satellite system effectively and
9 disperse the flights over the whole valley without
10 affecting the quality of life.

11 I'm about to sell my house. I'm a widow. I'm
12 retired, and what am I going to do, have an open house
13 with the planes going past every minute and a half? I
14 can't even imagine what this is going to do to the
15 property values. Not to mention they go over the houses,
16 they go over the schools, they fly low, in the summer they
17 fly even lower. It's ridiculous.

18 We just burned -- we just had a fire, and the 100
19 acres of the Santa Monica mountains burned, and now
20 they're going to degrade what little is left on the
21 eastern side of it? No.

22 I'll tell you what it's like. You can write this
23 down. Every once in a while -- I live in the Hills of
24 Laurel Canyon, and every once in a while somebody has a
25 sweet sixteen or a bat mitzvah, and the kids play music

1 loud. That's fine. They don't do it very often, and I
2 try to figure out where the party is, and I never, never
3 can figure it out because the sound is bouncing around
4 because the canyon, and the same thing happens with the
5 planes.

6 Sometimes I cannot tell which direction the plane
7 is coming from because the sound seems to bounce around.
8 Boom. It just spreads out, and it's loud, and it's awful,
9 and that's what I think.

10 Thank you.

11 (End of the public comments)

1 REPORTER'S CERTIFICATION

2
3 I, the undersigned, a Hearing Reporter for
4 the State of California, do hereby certify:

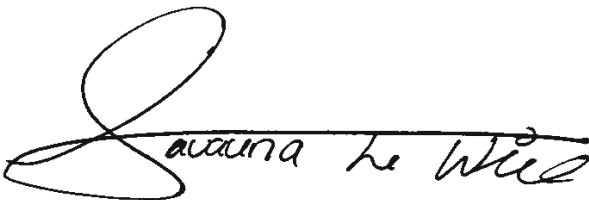
5 That the foregoing proceedings were taken before
6 me at the time and place herein set forth; that any
7 witnesses in the foregoing proceedings, prior to
8 testifying, were duly sworn; that a record of the
9 proceedings was made by me using machine shorthand, which
10 was thereafter transcribed under my direction; that the
11 foregoing transcript is a true record of the testimony
12 given.

13 Further, that if the foregoing pertains to the
14 original transcript of a deposition in a federal case,
15 before completion of the proceedings, review of the
16 transcript [] was [] was not requested.

17 I further certify I am neither financially
18 interested in the action nor a relative or employee of any
19 attorney or party to this action.

20 IN WITNESS WHEREOF, I have this date subscribed
21 my name.

22 Dated: January 29, 2019

23 
24
25

3. Written Comments Received at Public Scoping Workshop

A total of 103 written comments were given at the public scoping workshop held on January 29, 2019. The following is a list of the individuals who provided written comments at the public scoping workshop:

Anonymous comments (7)

Michelle Allen

Kathy Arnos

Susan Ashley

Natalie Bloxham

Linda Branca

Linda Branca (separate comment)

Terry Bruse

Edita Brychta

Bonnie Burrow

Ellen Byron

Lynette Carl

Lisa Carloss

Amy Carpinello

Sue Cleereman

Lucille Clippinger

Clay Collier

Karen Collier

Paul Da Silva

Kathryn Danielle

Sherri Elkaim

Carol Elkind and Michael Elkind (Combined on one comment form)

Tracey Feder

Federico Figus

Audrey Ford

Sandy Fox

Jennifer Franchina

David Gaines

Peter Generales
Jane Goe
J. Gordon
Bill Gottlieb
Denise Gruska
Denise Gruska (separate comment)
Jay Gruska
DC Hager
Sheryl Harmon
Marykate Harris
Marykate Harris (separate comment)
Chris Harwood
Jennifer Herrera
G. Hogan
Richard Hull
B. Hupp
B. Hupp (separate comment)
C. Innis
JG
JG (separate comment)
Bill Jones
Rose Kauper
David A. Kimball
David Kimball (separate comment)
Evi Kosciow
Magda Krachmalnick
David Ladd
Jeremy Lake
Reggie Lundin
Jennifer Lazarus
Betty Linville
Andrew Maganian
Stan Magnus

Shannon Mast
Tom and Donna Materna
Tom and Donna Materna (separate comment)
Jayne McKay
Luisa Megret
Alden Melbourne
Jon Molin
Wilhelm and Eva Osterman
Penelope
Matthew Pyken
Jerry Remilling
Adam Rimer
Heather Robb
Sharon Rombeau
Sean
Karen Spagenberg
Dennis Sullivan
Selina Thomasian
Selina Thomasian (separate comment)
Shant Thomasian
Shant Thomasian (separate comment)
Regi Toscano
Tessa Treadway
Bart Trinchero
Ursula and Joe Turk
John Van Tongeren
Rudy Van Zyl
Chris Weber
Renee Weber
Angela Wiegand
Angela and Roy Wiegand
Roy and Angela Wiegand
Stacy Weiss

Matthew Yedlin

Katrina Youdin

Katrina Youdin (separate comment)

Mary Zakrasek

A copy of these comments is provided on the following pages.



COMMENT FORM

**Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project
Environmental Impact Statement**

Public Scoping Workshop - Comment Form

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport.

Comments:

I AM CONCERNED THE NEW BURBANK AIRPORT
AND FLIGHT CHANGES ARE GOING TO DESTROY MY
NEIGHBORHOOD AS A GREAT PLACE TO LIVE, AND
SUBSTANTIALLY REDUCE THE VALUE OF MY
LARGEST RETIREMENT ASSET, MY HOME.
THE ECONOMY BASED ON ~~ADVERTISING~~ ~~ADVERTISING~~ ~~ADVERTISING~~ ~~ADVERTISING~~ ~~ADVERTISING~~ ~~ADVERTISING~~
AND TRADING ADS WILL BE RUINED BY RECURRING
NOISE FROM THE FLIGHTS.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

ANONYMOUS1

Address:

City, State, Zip:

Email:

Comments on the scope of the EIS will be accepted through 5:00 PM PST on March 1, 2019.

Before including your name, address, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Written comments may be mailed to: Mr. David F. Cushing, Manager, Los Angeles Airports District Office - LAX-600, 777 S. Aviation Boulevard, Suite 150, El Segundo, California 90245.



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Comments:

The noise is already unbearable & increased flights & expansion will only make it worse. There are schools & homes residents that will be adversely affected by the excessive noise & pollution!

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

ANONYMOUS2

Address:

City, State, Zip:

Email:

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Comments:

The public is ~~not~~ entitled to have a sit down session where ~~questions~~ can be asked & answered.

We are very concerned about increased flights with the expansion. You are degrading our property values with more flights as well as harming our health.

Comments are not limited to this form. Please attach any additional sheets as necessary.

ANONYMOUS3

Name: _____

Address: _____

City, State, Zip: _____

Email: _____

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Comments:

NOW BURBANK AIRPORT PLANS PRODUCE
A GREAT DEAL OF NOISE AND AIR POLLUTION OVER
MY NEIGHBORHOOD IN STUDIO CITY. THE PLANS
SHOULD BE DIVERTED NORTH WHICH IS LESS
POPULATED.

CONCERNED NOW TERRIBLE WILL INCREASE
NOISE, POLLUTION, AND AIR QUALITY ISSUES. I AM
AT TERRIER AT SUN VALLEY MIDDLE SCHOOL
AND INCREASING NUMBER OF FLIGHTS WILL
BE A HAZARD TO THE STUDENTS.
DO NOT CHANGE 7 AM TO 10 PM FLIGHT TAKEOFFS
AND LANDINGS.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

ANONYMOUS4

Address:

City, State, Zip:

Email:

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Comments:

I am Opposed to the Burbank Airport Terminal Expansion because even more flights will fly up into our neighborhoods! Since the take off paths changed- There have been non-stop flights into our once quiet area! This must STOP! This is UNFAIR to the residents of Studio City, Sherman Oaks & Encino! There MUST Be an EIS Study done!

* Sometimes a Satellite Based System is not always the best! Think about the human factor! Please do not dismiss us!

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

ANONYMOUS

Address:

City, State, Zip:

Email:

Comments on the scope of the EIS will be accepted through 5:00 PM PST on March 1, 2019.

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Comments:

My concerns are the flight paths from the Airport. Planes are flying directly towards the Santa Monica mountain range, also then turning back to where they came from (Airport). Planes are flying low over Mulholland Drive and the mountain ranges. Why can't the planes fly over the 101 Freeway?? Why are the flight patterns changed over the last 2 years. More planes are departing (non-commercial airplanes) Planes are taking off before 7 AM and after 10 PM. Planes are flying over schools, walking trails, ~~and other sensitive areas~~. Please fix this problem.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

ANONYMOUS6

Address:

City, State, Zip:

Email:

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Comments:

Once the terminal is built & new & wonderful it will be on the news. about how wonderful flying out of Burbank is. People will flock here - there will be more flights (yes the same # of terminals + 2 runways) But the runways will be in constant use. I oppose any more "improvements" to the airport.

Also even tho every one has denied it, the flight patterns have changed in the last 6 months. We in Burbank know this - we are here every day.

Please stop - you are affecting too many people. Any other business, person, or entity would be told and reprimanded or something.

The City of Burbank should not just roll over. We the citizens pay taxes & expect you to hear us

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Kenneth Senior

ANONYMOUS7

Address:

823 N Brighton

City, State, Zip:

Burbank, CA 91506

Email:

dwgsr@sbcglobal.net

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Please don't use my name, address or private info



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Comments:

You should finally do an Environmental Impact Study. You
should have done one before you changed the WAYPOINTS!
As a registered voter and upstanding tax paying citizen
I OPPOSE

The changing of the WAYPOINTS has impacted the NOISE,
THE AIR, MY SLEEP, MY CHILDREN'S SLEEP,
and you DENY THAT YOU ARE LYING.

The new terminal will NEGATIVELY AFFECT the
communities you have already IMPACTED WITH YOUR
24 HOUR A DAY 4:45am FED EX FLIGHTS
AND SUPERHIGHWAY OVER MY HEAD.

I OPPOSE THIS EXPANSION I OPPOSE

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Michelle Allen

Address:

3120 Goodland Drive

City, State, Zip:

Studio City, CA 91604

Email:

Michelle.Allen@me.com

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you new WAYPOINTS ! ! !
 . . .

1-25-19

Dear FAA,

I have lived in the valley for over 30 years and when I first moved here there were maybe 4-6 planes landing a day through the corridor that runs west to east between Vanowen and Sherman Way. Today sometimes there are 4-6 planes every ten minutes. They used to stop by 8:00 p.m. and start again at 6:00 a.m. Today there are planes still landing well into the midnight hour, and the massive freight planes (UPS & FedEx) usually start between 4:00-4:30 a.m. This is unacceptable! When they changed the shared flight route for the landing, I went and expressed my concerns and felt very alone because not too many people knew about the change that was coming. The last sounds I hear as I am trying to go to sleep is airplane noise and it's the first thing in the morning ... usually waking me up at 4:30.

With the new proposed takeoff route my house is now not only affected by the landing noise and pollution but now I am directly under the takeoff pattern. I (my neighborhood) am getting a double dose of both. My nervous system is on overwhelm from both the landing and taking off of planes now.

So when I heard that the Bob Hope Burbank airport is now also working on expanding the airport, I am horrified at the prospect of there being even more air traffic flying overhead and landing throughout the day and night. This is unhealthy for all of us - both emotionally, as well as physically. Whether people are aware of it or not, this constant (usually tuned out) noise chips away at our nervous systems, our quality of sleep, and impacts our lungs and heart health. This puts especially our youth at higher risk for health problems as there are many schools now being impacted as well. The exhaust from jet fuel has been linked to many health-related issues. Our property values are being strongly affected by the airport's flight traffic as well as the environmental impact on the wildlife and animals over the Santa Monica mountain range.

I also realized that since they changed the landing flight pattern I have developed a tremor in my body, which may or may not be related to my exposure to jet fuel exhaust, or impaired sleep patterns? Who knows? However, as an investigative health and environmental writer, based on several of the studies I found, I believe there could be a link because I did develop it with the increase of air traffic over my house. In any event, I am really upset and have been for years that the FAA flew under the radar in making these unacceptable changes without extensive transparency to those who would be impacted by the changes. The residents of the San Fernando Valley deserve better - the quality of life we signed up for when we purchased our homes: a safe place that offered us a QUIET, healthful and sustainable environment for our families and wildlife. Enough is enough!

Respectfully,

Kathy Arnos

Van Nuys, CA

818-~~887-4771~~

KATHY.ARNOS@

gmail.com





COMMENT FORM

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Public Scoping Workshop - Comment Form

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Comments:

PLEASE BE A GOOD NEIGHBOR AND STOP THE CONSTANT FLIGHTS OVER MY HOUSE IN SHERMAN OAKS - I HAVE 180 PLANES A DAY WHEN I USED TO HAVE A HANDFUL.
THE PLANES ARE LOW : LOUD : NO CURFEW!

YOU ARE DESTROYING OUR LIVES -
POISONING THE AIR WE BREATHE - WE CANNOT SLEEP
PLANES 24/7 NO CURFEW.

THE EXPANSION MEANS MORE PLANES -
PLEASE CAP THE NUMBER OF PLANES -

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: Susan Ashley
Address: 4025 Wexler Ave
City, State, Zip: SA Sherman Oaks CA 91423
Email: Susan.Ashley@rocketmail.com

Comments on the scope of the EIS will be accepted through 5:00 PM PST on March 1, 2019.

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Comments:

My concern besides the history we will lose is with traffic going north on Hollywood Way attempting to get into the airport without missing a flight.

Traffic pattern is TERRIBLE now.

What do you expect it will be like when you double or triple the amount of people and flights per hour/day.

I like progress, BUT.....

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: NATALIE BLONHAM
 Address: 4434 ARCOLA AVE
 City, State, Zip: TOLUCA LAKE CA 91602
 Email: justjaguar2000@yahoo.com

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Comments:

I strongly oppose the replacement terminal at Burbank Airport until the flight paths are returned to their prior path!

Using schools as vector points, flying over protected parks and recreation areas, constant noise in my backyard. An expanded airport terminal will only make an already unbearable problem worse!

These paths must be changed back!!

These flights are intolerable, the FAA must change the paths back to a wider area, so that air traffic is not concentrated over such a narrow pathway. Flights over these schools is unacceptable. Something must be done!!!

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Linda Bianca

Address:

4153 Stansbury Ave

City, State, Zip:

Sherman Oaks CA 91423

Email:

LindaBtwo@aol.com

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Comments:

As a resident of Sherman Oaks I strongly oppose the build of a "replacement terminal" at Burbank airport unless the current flight path is reversed back to its prior path. Over the past 9 months the flights over the Santa Monica mountains are non stop. The FAA has changed the flight paths with no environmental study. This expansion would allow more air traffic, larger planes and make a horrible problem even worse. Burbank officials must pressure the FAA to change back those flight paths to what they used to be. The air traffic now is routed over my children's school (Coyne Hall) over my recreation area where I hike and the local tennis courts, not to mention my home in Sherman Oaks. The flights are sometimes →

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Linda Branca

Address:

4153 Stansbury Ave

City, State, Zip:

Sherman Oaks CA 91423

Email:

LindaBtwo@aol.com.

Comments on the scope of the EIS will be accepted through 5:00 PM PST on March 1, 2019.

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one to two minutes apart and they are loud & low. The interruption to my children's school day is unacceptable! My home was purchased in 2014 and I purchased it because of my lovely & tranquil yard. It is now inundated every moment of my day with noise from air traffic! I will not accept an expansion or "relocant" of the Dubai airport terminal at this point in time.

I am outraged that those changes that were made by the FAA have compromised the quality of life for so many. And I'm beyond concerned about the health ramifications of the pollution that those flights are generating over not only Campbell Hall but Howard Westlake, Carpenter Elementary, The Buckley School and no doubt countless others!!

Again I strongly oppose any relocant terminal at Dubai airport until those flight paths are changed back to what they were!!

Jinelle Bianca



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Comments:

WITOT PLANS & ALTERNATE PROPOSALS, WHERE
ARE THE RUNWAYS GOING TO BE MOVED?

WHY ARE ALTERNATE PROPOSALS IN THIS EIS?
THEY HAVE NO DETAILS FOR PLANS, SQ. FT., ETC.

THE EXISTING CONTROL TOWER ON NORTH EAST
SIDE OF RUNWAY, APPEARS CLOSE TO NEW T.O.F.A.

WHAT IS THE (NEW APPROX) COST OF NEW
TERMINAL WAS PROMISED NOT TO USE THE DOLLARS
OF CITIZENS. MILLIONS NOW BILLIONS

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Terry Bruse

Address:

1721 N Avon

City, State, Zip:

BURBANK, CA 91505

Email:

Bruse.Terry@gmail.com

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Comments:

The new terminal project only acts to magnify the problems of having more aircraft over residential areas. The residential areas are elevated in the hills of Sherman Oaks, they are wildlife corridors too, threatening the flora and fauna as well as the health of humans that have benzene showering down. There is also noise from aircraft rotating in the canyons posing a multitude of problems including a drop in real estate value. This airport should be scaling DOWN and not up. It is redirecting air planes over schools too, posing mental and physical health threats to children.

PLEASE DON'T IGNORE THE NEGATIVE
ASPECTS OF THIS!!! IT IS NOT OUR CHOICE

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

EDITA BRYCHTA

Address:

3761 Benedict Canyon Lane

City, State, Zip:

Sherman Oaks CA 91423

Email:

editabrychta@gmail.com

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Comments:

^{NEW, PROPOSED}
SINCE THE TERMINAL IS SO FAR FROM
THE NEW TRANSPORTATION CENTER, MORE
SHUTTLES WILL BE REQUIRED, AND MORE
PASSENGERS WILL BE INCONVENIENCED.

IS IT POSSIBLE THIS IS AN ATTEMPT TO
INCREASE PARKING AT THE TERMINAL, INCREASING
AIRPORT FUNDS?

TOO MUCH INCREASE IN TRAFFIC ON WINONA.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: BONNIE BURROW
Address: 1809 PEYTON #302
City, State, Zip: BURBANK CA 91504
Email: BONBURROW@AOL.COM

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COMMENT FORM

**Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project
Environmental Impact Statement**

Public Scoping Workshop - Comment Form

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport.

Comments:

This is a terrible terrible idea. Unless you fly Southwest, Burbank Airport is not ~~use~~ useless, it's dangerous & fear one of its planes will end up in our backyard.

Stop the f---king superhighway above our homes & schools!!

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Ellen Byron

Address:

3147 Dana Maria Drive

City, State, Zip:

Studio City, CA 91604

Email:

ellenbyron@aol.net

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Comments:

Until there is a full Environmental Impact Study is done to address the Super highway and increased noise over our neighborhoods, I am not in favor of a new Terminal. I'd rather you shut down Burbank airport then spend money on a Terminal if you cannot improve the flight path over our neighborhoods.

Name: Lyndie Chalk
Address: ~~XXXXXXXXXXXXXXXXXXXX~~
City, State, Zip: Studio City, CA 91602
Email: ~~XXXXXXXXXXXXXXXXXXXX~~

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Comments:[illegible]

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Lisa Carlross

Address:

4047 BECK AVE

City, State, Zip:

STUDIO CITY CA 91604

Email:

LG CARLOSS @ ME.COM

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Submitted by Lisa Carloss
4047 Beck Ave, Studio City, CA 91604
Notes / Talking Points for LGCARLOSS@ME
January 29, 2019 BUR Terminal Replacement Scoping Meeting QAM

1. Impact Analysis

a. NEPA requires federal agencies to account for all reasonably foreseeable direct, indirect, and cumulative impacts of a proposed project. Here, the impact analysis must account for the reasonably foreseeable possibility that the replacement terminal — with its expanded amenities and increased efficiency — will result in increased departures and arrivals at BUR even if the number of terminal gates remains constant.

b. The impact analysis must use an appropriate baseline. In developing the baseline, the FAA should account for the fact that (i) the Metroplex NEPA analysis did not address the actual departure routes currently flown at BUR; and (ii) the number and routing of BUR departures remains in flux. Pre-Metroplex conditions therefore provide the most appropriate and equitable baseline against which to measure project impacts.

c. To accurately address the significant noise issues at BUR — which will be intensified by the new terminal and supporting infrastructure — the EIS must incorporate and address the following:

- Impacts on all noise-sensitive land uses, including schools, parks, open space, preserves, historic resources, and others.
- Unique topography, including, in particular, the hills and canyons south of the airport.
- Single-event noise measurements.
- California and federal noise metrics.
- The likelihood that aircraft will not adhere to published departure and arrival routes

d. NEPA requires federal agencies to address the cumulative impacts of their proposed projects together with other past, present, and reasonably foreseeable future actions. Here, the impacts of the terminal replacement project must be considered cumulatively with at least the following:

- The Metroplex project
- Changes to, and eventual closure of, SMO, including relocation of some SMO operations to other area facilities.
- Changes in operations and routes at VNY
- Proposed open SIDs for OROSZ 3 and SLAPP 2 at BUR

2. Alternatives and Mitigation

a. NEPA's implementing regulations require the FAA to "rigorously explore and objectively evaluate all reasonable alternatives," and state that this analysis must be "the heart" of the EIS. The regulations further provide that the alternatives evaluated should be based on the affected environment and the environmental consequences of the proposed action. Because noise is one of the most significant impacts at BUR, the FAA must make a good-faith effort to identify alternatives that would decrease noise impacts in surrounding communities. Those alternatives should include, but may not be limited to, the following:

- Alternatives involving time-of-day restrictions
- Alternatives involving changes to departure and/or arrival routes, including changes that would keep departures over the Highway 101 corridor
- Additional procedures allowing different take-off and landing configurations under certain meteorological circumstances
- Alternatives restoring pre-Metroplex routes

b. We understand that some alternatives may be outside the sole jurisdiction of the FAA. But that fact does not preclude their consideration in the EIS. On the contrary, NEPA requires the FAA to fully consider alternatives that may require planning and approval by other agencies.

c. An EIS must fully evaluate measures to help mitigate the potential impacts of a proposed project. Noise mitigation is especially important here.



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Comments:

While it is apparent that there is value in giving Burbank airport an update. Based on the environmental impacts of the new waypoints and FAA flight plan flying over the Studio City Hills. ~~the planes~~ the planes are flying over the hills and dropping dangerous toxins over our home. It is hard to support a new airport when Burbank airport is failing to observe time of day restrictions. We are woken daily by these low flying planes and are concerned about the noise levels and environment impacts over our home and children's school. The FAA should account for the fact that 1) the Metroplex NEPA analysis did not address the actual departure routes currently flown at BUR and 2) the number and routing of BUR departures remains in flux and this will result in increased departures & arrivals even if the gates are the same.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Amy Carpinello

Address:

3724 Blue Canyon Dr.

City, State, Zip:

Studio City, CA 91604

Email:

act325@mac.com

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Comments:

*Question - why does the FAA Graph for TAF for projected Flight + passenger counts show such an unrealistic forecast - ? Projections of 27% per year for BURB - for # of Passengers - This is forecast - ?
Burbank Airport*

This should Be more objective - to include Real #s

Please ~~sign~~ include my email for future meetings & updates

Thank you

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: Sue Cleemann

Address: _____

City, State, Zip: _____

Email: scleemann@yahoo.com

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Comments:

I live in No Hollywood near
Lasker & Comstock. The noise from
the jet engines is deafening. I had
inspired about noise insulation against
the noise but the address is No 16 of
+ this help only goes to Burbank area
code. The flight path is directly over
head of my building.

Any chance some sound proofing
may be available as it has help
for Burbank homeowners

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Lucille Clippinger

Address:

1130 Huston St.

City, State, Zip:

No Hollywood Ca 91601

Email:

lucyclip@sbglobal.net

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Comments:

the noise from the current airport in Burbank already is disruptive to the communities in its flight path. This starts very early and lasts throughout the day. It is unacceptable that this noise and pollution would increase with the foreseeable increase in arrivals and departures that will likely accompany this proposed plan. Not only would more flights in and out be increasingly disruptive, it directly affects property values and community life regularly. We cannot tolerate increased air traffic with the current flight path.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Clay Collier

Address:

11140 Hortense St.

City, State, Zip:

North Hollywood, CA 91602

Email:

collierclay@gmail.com

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Comments:

The current noise that we get over our house daily is enough. No need to set an alarm. 7AM → Boom. I do not wish to make my home and livelihood worse.

You may say that this will not impact us, but bigger planes more often is not acceptable. I don't live in Burbank. The majority of those negatively impacted live in LA. I believe our councilman should be able to weigh in on this.

Bigger is not better. Make it safer if necessary. This is our 24/7.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Karen Collier

Address:

11224 Kling St

City, State, Zip:

W. Toluca Lake, CA 91602

Email:

KJC102856@aol.com

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Comments:

INCESSANT NOISE POLLUTION
OVER MY HOUSE IN STUDIO CITY
DAY AND NIGHT FROM
JET AIRCRAFT

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

PAUL DA SILVA

Address:

4236 KLOPP AVE.

City, State, Zip:

STUDIO CITY CA 91602

Email:

PAULDA SILVA2005@YAHOO.COM

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Comments:

We closed on our house in Studio City Hills April 9, 2018 with no ~~disclosure~~ disclosure of NEXTGEN. If we wanted to be in the air path we would have bought a house in Burbank/Glendale and paid much less. Not the point - just extremely tired as we are bombarded by departing and arriving flights all day - 7:00 am - 1:00 am - not often earlier and later. Minutes apart! And both arriving + departing. I have videos of planes only hundreds of feet above our house. We are worried about our health and well-being for ourselves and our neighbors - especially the children, parks etc. Please re-consider the FAA flight plan - Not approved to Airport expansion - just want flights dispersed as they were before! Please before there is an accident

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Kathryn Danielik

Address:

3421 Berry Dr

City, State, Zip:

Studio City CA 91604

Email:

flownamalelove@hotmail.com

A devastating accident and creating health problems!
Thank You.

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Comments:

My home life has been drastically negatively impacted by Burbank Airport. I have lived in my home for 20 years - happy to be a neighbor of the BUR airport. However, since last summer - ~~the~~ the noise has been UNBEARABLE. The EIS must accurately address the significant noise issues which will be intensified by the new terminal & supporting infrastructure. The EIS must address the impact of noise on all sensitive areas: schools, parks, neighborhoods, wild life, historic resources. The unique topography of Studio City with the hills & canyons create an especially sensitive area south of the airport. NEPA requires that you address the cumulative impact of your project along with Metrolinx - Next gen, the changes in operations & routes from SMO & VNY & the proposed open SID's for ORZ3 & SLAPP2 @ BUR

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: Sherri Elkaim
 Address: 4329 Gentry Ave
 City, State, Zip: Studio City CA 91604
 Email: sherri.elkaim@gmail.com

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Comments:

No new terminal unless Metroplex
is re-evaluated and flight paths
are returned to their previous status.
Also the procedure for adopting Metroplex
was legally ~~flawed~~ flawed & should
be rescinded for that reason
alone.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Carol & Michael Elkind

Address:

12522 Sarah St.

City, State, Zip:

Studio City, CA 91604

Email:

carolbeth1@roadrunner.com

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Comments:

I am very concerned about the number of planes increasing flying over my neighborhood. I'm all for increasing safety at the airport, but my biggest issue is the flight path has changed over Studio City in the last few months. I am a Realtor and I see how this is affecting property values as well as the quality of life.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Tracey Feder

Address:

4125 Bakmar Ave

City, State, Zip:

Studio City, CA 91602

Email:

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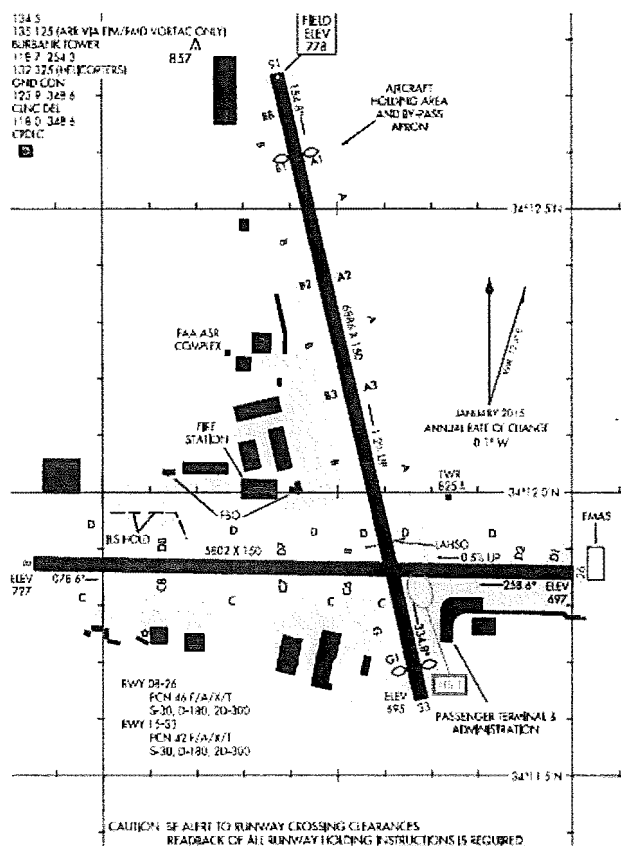
Written comments may be mailed to: Mr. David F. Cushing, Manager, Los Angeles Airports District Office - LAX-600, 777 S. Aviation Boulevard, Suite 150, El Segundo, California 90245.

WHAT TO DO ABOUT BURBANK AIRPORT

REAL AND ACHIEVABLE SOLUTIONS TO THE NOISE AND POLLUTION AFFECTING THE SAN FERNANDO VALLEY

SOLUTION # 1: HAVE PLANES TAKE OFF NORTH ON RUNWAY 33

SOLUTION # 2: HAVE PLANES TAKE OFF WEST ON RUNWAY 26



FROM: FEDERICO FIGUS, FIGUSF@YAHOO.COM

PREMISE

Going back to pre next-gen departure routes will not solve our problem with noise and pollution out of Burbank airport (KBUR) - the time from takeoff to when aircraft meet up with OROSZ and SLAPP waypoints will continue to adversely impact our communities

DEPARTURE PROCEDURES

More dispersed departure procedures rather than the concentrated, funnel like ones offered by next-gen would be offset by up to 300 departures from runway 15 South when a planned new terminal is built

This is a vast increase from the current 160/180 jets taking off from runway 15 and over the east valley

Runway 15 has a max capacity of 960 takeoffs per 24 hr period (average of 1.5 min./Aircraft to clear runway 15). This is if no other operations but takeoffs were allowed at the airport.

Currently jets make up 32% of total operations. This number could easily reach 45/50% with the planned expansion

Plans for the new terminal have stalled; the cities of Glendale and Pasadena want a 23 gate terminal while Burbank wants to limit it to 14 gates and have the power to veto any future expansion; but it's only a matter of time before the expansion becomes a reality

SOLUTION # 1

Insist on departures north on runway 33, heading 270 degrees as per FAA RNAV departure bulletin

SAFER

It's a known fact that the current terminal is dangerously close to runway 15 South, at 200 feet, with jets taking off at 200 mph

Aircraft taking off north on 33 would clear the terminal early at lower and consequently safer speeds

Runway 33 is in full compliance with all FAA departure procedures

- long enough at 6880 feet,
- A300's and 737's can easily takeoff from 33
- runway slope is 1.2 % , well below the 2 % recommended maximum slope allowance for runways
- no major obstacles north of runway 33 - safer route in case of a catastrophic event such as the loss of an engine

- The 5 freeway offers a natural noise corridor
- Historically, winds at KBUR are between 5 and 7 mph (3/5 knots) well below the max tail winds of 10 knots recommended by the FAA

MORE EFFICIENT

80 to 90% of departures from KBUR head north to meet up with waypoints OROSZ and SLAPP, which are 23 to 28 miles north of KBUR

Departing from 33 would allow aircraft to join up with the above waypoints sooner, thus saving fuel

Arrivals on runway 08 would land more safely

SOLUTION # 2

Departures from runway 26 and arrivals on runway 15

This is a viable alternative, but only after completion of the new terminal as the current terminal is parallel to runway 08/26 at less than 200 feet

ISSUES

The airport authority says that runway 08, which runs east as opposed to 26 that runs west, is the only one with a precision landing system, so it's ideally suited for arrivals. Next-gen will make the system obsolete, so that would pave the way for potentially using 26 for takeoffs west and then north

Further studies would need to be done to make sure runway 08/26 is long enough for takeoffs.

Under the FAA's AIP (airport improvement program), KBUR could request funding for the extension of the runway

CONCLUSION

If most flights are heading north, then they should take off north. Further more, the Burbank Glendale Pasadena airport authority should not be allowed to put people's lives in danger for another 5 to 7 years while a new terminal is being built



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Comments:

Since the Spring of 2017, I have experienced an increase in noise over my home. Planes are flying lower and louder than they ever had before. I purchased my home in 2013, and for the most part, the noise was tolerable. Now, I don't even go out in my backyard. I keep the windows closed all of the time, even though my home went thru the noise abt. process (new windows/doors etc). How do we have a meeting w/ residents, the FAA, the airport Authority, members of Congress, and the airlines to come to a common agreement about what is considered "reasonable noise". More flights go out after 10pm as well.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: Audrey Ford
 Address: 2009 N. Valley St.
 City, State, Zip: Burbank, CA 91505
 Email: audrey.geiger@hotmail.com

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Comments:

This is an obvious violation of our sanctity, rights to a healthy, non-toxic, peaceful existence in our homes, communities, workplace & schools. We must ask of you to look at the long term environmental, noise pollution and impact on disturbing the peace and everyday life of these valley communities. This airport is too close to residents and this ruling must not pass and return to the original allowed flights and height of take off approved by and endorsed by our local govt & council.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

SANDY FOX

Address:

City, State, Zip:

STUDIO CITY, CA. 91604

Email:

littlefox2earthlink.net

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The long term impact of such disturbance on the nervous system, the environmental impact on the health of the people, animals and wild areas as well as our schools, homes & communities should always take precedence over monetary gain, expansion and big development.

people, plants, animals
and community safety
and Sanctity —
over profit!

Thank you,
Sandy Fox



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Comments:

Airport Expansion is insanity given the FAA's failure to contain the NOISE & pollution that the existing amount of plane traffic is creating. My family is all the way in Benedict Canyon/Beverly Hills and the noise is unbearable; not to mention the airplane "grime" that is falling on my yard & home! It's toxic and I'm certain causing health hazards. It is unconscionable to continue with the "narrowing in" of flight paths & concentrating them over one path - let alone expanding the airport. We stand to lose one million dollars personally by the nuisance created by the FAA's present flight path and will continue to fight to stop this! What if it was

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: Jennifer Franchina
Address: 2792 Deep Canyon Dr.
City, State, Zip: Beverly Hills CA 90210
Email: jenny@efranchina.com

your
property
& family?

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COMMENT FORM

**Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project
Environmental Impact Statement**

Public Scoping Workshop - Comment Form

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport.

Comments:

I LIVE NEAR THE INTERSECTION OF LAUREL CYN AVE & MOOR PARK, IN STUDIO CITY. PLANES FLYING INTO AND OUT OF BURBANK AIRPORT FLY TOO LOW OVER MY HOUSE, ^{CREATING UNACCEPTABLE NOISE,} DISRUPTING CONVERSATIONS INTERRUPTING MEDIA ENJOYMENT, AND SOMETIMES RATTLING WINDOWS THAT IS NOW, WITH THE CURRENT TERMINAL AND VOLUNTARY CURFEWS. ANY EIS MUST TAKE INTO ACCOUNT THESE CURRENT CONDITIONS AND FIND A WAY TO MITIGATE FUTURE PROBLEMS TO BE ANTICIPATED WHEN A NEW TERMINAL AND EXPANDED FLIGHT PATHS INCREASES THE NUMBER OF FLIGHTS!

THE ONLY ACCEPTABLE SOLUTION TO NOISE GENERATED BY PLANES FLYING TO/FROM BURBANK AIRPORT IS TO ALLOW FLIGHTS TO USE AIRSPACE EAST & SOUTH OF THE AIRPORT!!

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: DAVID GAINES
 Address: 4133 VANTAGE AVE
 City, State, Zip: STUDIO CITY, CA 91604
 Email: _____

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Comments:

Very Concerned About Increased
Flights & Lower Flying Aircraft

--- At Times I can even "smell"
the jet exhaust ---

It seems that at 7AM
the "Bombardment" commences

I have lived in the same house over
30 years & getting very tired

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Peter Gerner

Address:

804 N. Kemp St

City, State, Zip:

Burbank, CA 91505

Email:

peter.gerner@icloud.com

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Comments:

The airport does need reconstruction - but the projected cost over-run (over a BILLION dollars) requires it to take on considerable additional debt. The need to service such great debt will inevitably drive the airport to maximize income which will certainly drive it towards infringing on voluntary handshake agreements with communities regarding curfews, increased flights, and prioritized NextGen flight paths. The debt load puts local communities at risk of noise and infrastructure strains that are already galvanizing opposition and litigation. Facilities and NextGen flight paths are not separate issues. Communities cannot be ruined by NextGen noise."

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Jane Goe

Address:

4279 Bakman Ave

City, State, Zip:

Studio City, CA 91602

Email:

goeabout@gmail.com

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Comments:

Please Take into
Account the impact
on Humans - The
Human Impact we love the
peace & quiet of our homes.
This Airport is destroying -
SPREAD THE Impact. Disperse the light
page

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

J. Gordon

Address:

1240 Ventura

City, State, Zip:

St City 91604

Email:

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**ORAL COMMENT SIGN-UP FORM****Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project
Environmental Impact Statement**

To provide a comment to the stenographer this evening, please complete this form and provide to staff at the meeting.

Name:

BILL GOTMIBB

Address:

9907 COHASSET ST.

City, State, Zip:

BURBANK, CA 91504

Email:

ADMAN-TV@MAZ.COM

Before including your name, address, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

QUESTION:

I UNDERSTOOD THAT THE FTA
WILL MAKE A JUDGEMENT IN 2020.
WHEN IS IT EXPECTED THAT
CONSTRUCTION WILL COMMENCE?
THANK YOU!



COMMENT FORM

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Public Scoping Workshop - Comment Form

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Comments:

I Respectfully request that the FAA restore the pre-Metrolink routes because we are being bombarded with jet noise over our homes and schools in Sherman Oaks. I can not even hear myself think, nor can I conduct a normal conversation without having to stop and let the jet noise pass. We do not support Burbank Airport expansion until there is an EIS to address these issues! Please include Studio City, Sherman Oaks, + Encino in your EIS. The flight path

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Denise Gruska

Address:

City, State, Zip:

Email:

dejagrua@aol.com

changes
have
ruined
our
lives.

Thank
you
for
listening.

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Comments:

I can not support the Burbank Airport expansion because the recent flight path changes (Next Gen) have made life unbearable in Sherman Oaks, Studio City, & Encino. Instead I propose the following.

- ① keep departures over 101 Freeway corridor.
- ② have planes take off North on runway 33.
- ③ have planes depart West on runway 26.
- ④ Revert to pre-Next Gen & Metroplex routes. Please see full comments on attached form.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Denise Gruska

Address:

City, State, Zip:

Email:

dejagrua@aol.com

Thank
You!

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Comment
V29/19

~~Proposed Solutions~~

Denise Gruska:
d'agru a)
Social. rr.
cam

Notes / Talking Points for
January 29, 2019 BUR Terminal Replacement Scoping Meeting

1. Impact Analysis

- a. NEPA requires federal agencies to account for all reasonably foreseeable direct, indirect, and cumulative impacts of a proposed project. Here, the impact analysis must account for the reasonably foreseeable possibility that the replacement terminal — with its expanded amenities and increased efficiency — will result in increased departures and arrivals at BUR even if the number of terminal gates remains constant.
- b. The impact analysis must use an appropriate baseline. In developing the baseline, the FAA should account for the fact that (i) the Metroplex NEPA analysis did not address the actual departure routes currently flown at BUR; and (ii) the number and routing of BUR departures remains in flux. Pre-Metroplex conditions therefore provide the most appropriate and equitable baseline against which to measure project impacts.
- c. To accurately address the significant noise issues at BUR — which will be intensified by the new terminal and supporting infrastructure — the EIS must incorporate and address the following:
 - Impacts on all noise-sensitive land uses, including schools, parks, open space, preserves, historic resources, and others.
 - Unique topography, including, in particular, the hills and canyons south of the airport.
 - Single-event noise measurements.
 - California and federal noise metrics.
 - The likelihood that aircraft will not adhere to published departure and arrival routes
- d. NEPA requires federal agencies to address the cumulative impacts of their proposed projects together with other past, present, and reasonably foreseeable future actions. Here, the impacts of the terminal replacement project must be considered cumulatively with at least the following:
 - The Metroplex project
 - Changes to, and eventual closure of, SMO, including relocation of some SMO operations to other area facilities.
 - Changes in operations and routes at VNY
 - Proposed open SIDs for OROSZ 3 and SLAPP 2 at BUR

Comments - 1/29/19

Denise Grysk
deja@social.m.com

2. Alternatives and Mitigation

a. NEPA's implementing regulations require the FAA to "rigorously explore and objectively evaluate all reasonable alternatives," and state that this analysis must be "the heart" of the EIS. The regulations further provide that the alternatives evaluated should be based on the affected environment and the environmental consequences of the proposed action. Because noise is one of the most significant impacts at BUR, the FAA must make a good-faith effort to identify alternatives that would decrease noise impacts in surrounding communities. Those alternatives should include, but may not be limited to, the following:

- Alternatives involving time-of-day restrictions
- Alternatives involving changes to departure and/or arrival routes, including changes that would keep departures over the Highway 101 corridor
- Additional procedures allowing different take-off and landing configurations under certain meteorological circumstances
- Alternatives restoring pre-Metroplex routes

b. We understand that some alternatives may be outside the sole jurisdiction of the FAA. But that fact does not preclude their consideration in the EIS. On the contrary, NEPA requires the FAA to fully consider alternatives that may require planning and approval by other agencies.

c. An EIS must fully evaluate measures to help mitigate the potential impacts of a proposed project. Noise mitigation is especially important here.



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Comments:

I moved to SHERMAN OAKS 2 YEARS Ago.
I'M A FILM/TV COMPOSER & COMPOSE OUT
OF AN OFFICE IN MY HOME. IT HAS BEEN
NEARLY IMPOSSIBLE SINCE SUMMER OF 2018
TO HAVE EVEN 30-MINUTES OF THE QUIET
I EXPERIENCED THE FIRST YEAR I MOVED.
THIS IS AFFECTING MY LIVELIHOOD!!!
NOT ONLY THE VOLUME OF THE TOO LOW
FLYING JETS, BUT THE RIDICULOUS FREQUENCY!

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

JAY GRUSKA

Address:

3647 DIXIE CANYON AVE

City, State, Zip:

SHERMAN OAKS, CA 91423

Email:

JAYGRU@562AL.RA.COM

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Comments:

NO! NO! NO!

TOO NOISY ALREADY in
Studio CITY.

You did NOT use appropriate Baseline
for - impact analysis.

WE WILL be Aversely impacted

Fit OVER the uninhabited MOUNTAINS
TO THE NORTH. NOT OVER our

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

DC HAGER

Address:

4119 Rhodes Ave.

City, State, Zip:

Studio City, CA 91604

Email:

dchager10@gmail.com

South
of
AIRPORT
Homes.

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Comments:

This scoping workshop was a big waste of time. No one cares what the terminals are going to look like. We care about the FLIGHT PATTERNS. The noise pollution and the frequency of the flights have increased dramatically in the last year or so. The last thing we need is a bigger, newer airport that will only increase said noise, not to mention particulate pollution. The idea that you would hold a meeting like this without anyone to address these issues is absurd. Indeed, one FAA rep I talked to denied the flight pattern noise when we know all about the lawsuit and how it adversely affects our area. I don't know who you think you're kidding, but no one is going to support a bigger, "better" facility until you rectify the increase in noise that you have caused!

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: Sheryl Harmon
 Address: 4500 Radford Ave,
 City, State, Zip: Studios City, CA 91605
 Email: sharmonglance@earthlink.net

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Current Issues Related to Flight Path Changes From Burbank Airport:

- * The new flight path now flies directly over our house, at all times of day and night. We have logged 180 flights per day (and counting), even at 2:30am, 3:30am, 4:30am, 5:30 and 6:30am. From roughly 6:45am onward, flights are frequently less than 1 minute apart.
- * As I sit and type at this moment, the overhead flights are actually overlapping one another. There have been times when I've gone outside to look and seen a jetliner flying directly overhead, with a helicopter flying beneath it in the opposite direction. The safety factor alone in that visual is incredibly anxiety-provoking.
- * We have clocked some flights flying as low as 600 feet!! We can clearly read the airline name and trademark along the side of the aircraft.
- * An avid recreational and commuting cyclist, I have had to curtail my cycling time outdoors due to the development of severe asthma resulting from the high volume of jet fuel particulates both immediately over and around our home, as well as throughout the affected areas where we previously enjoyed cycling (Griffith Park, LA River Bike Path, Glendale Narrows, Studio City, Cahuenga Pass, Mulholland Drive, Sherman Oaks, etc.).
- * The constant, intense noise pollution makes being at home, which should always be one's safe haven, at times nearly unbearable because there is no way to escape it (even wearing noise cancelling headphones.)
- * Home prices will be/are being adversely affected and could ultimately result in either literally being unable to sell, or having to sell our home for far less than its value and worth due to this issue.
- * The very fact that this plan was implemented with Zero involvement of the affected communities, let alone any advance warning that it was about to happen, speaks loud and clear to a complete disregard for a community and its residents and the resulting effects are destroying the

unauthorized procedures, proposed procedures, and nearby flight paths from Van Nuys Airport and other SoCal Metroplex Airports.

- * BUR proposed procedures SLAPP TWO and OROSZ THREE would make permanent the current, path that FAA/BUR began vectoring in March 2017, without notice or environmental study, over the affected areas.

- * Van Nuys Airport (VNY) has increased the number of departures by 35% since 2016 and has moved their path HARYS TWO south and east (with institution of waypoint PRRRY) to traverse the same portion of the Santa Monica Mountains that BUR currently impacts by vector and that the proposed procedures SLAPP TWO and OROSZ THREE will continue to impact.

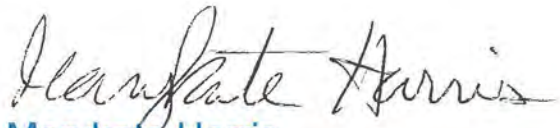
- * Both BUR and VNY estimate a projected 15% increase per year in air traffic, which will contribute significantly to the current air noise over the affected areas.

- * Santa Monica Airport (SMO) shortened it's runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the affected areas. SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the affected areas.

Health and Safety Impacts:

- * The new, more efficient terminal will increase the already burdensome negative health and safety impacts from constant, low-flying jets over elevated terrain that degrade air quality and cause serious health problems including heart disease. It will also increase disruption to our schools.

* Consider relocation of airport to less populated area.

A handwritten signature in black ink that reads "Marykate Harris". The signature is written in a cursive, flowing style.

Marykate Harris

Homeowner and 21-Year Studio City Resident

4227A Colfax Avenue

Studio City, CA 91604



COMMENT FORM

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Proposed Replacement Terminal Project
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Public Scoping Workshop - Comment Form

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Comments:

*This is Pure CounterDICE
on the part of the FAA -
just another dog & pony
show!*

COWARDS

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Haykete Harris

Address:

City, State, Zip:

Email:

mk3harris@aethlink.net

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Bob Hope "Hollywood Burbank" Airport

Proposed Replacement Terminal Project

Environmental Impact Statement

Public Scoping Workshop - Comment Form

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Comments:

While I understand that this form is in regards to the replacement project, I came to lodge a profound complaint about increased traffic + noise over Studio City.

We literally have to stop conversation while walking our kids to school - the train of jets overhead are so loud. This is just one of many MANY examples of how NEXGEN is ruining our way of life.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: -

Chris Harwood

Address:

3627 Buena Park Dr.

City, State, Zip:

Studio City CA 91604

Email:

teamharwoodstuff@gmail.com

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Comments:

While there were a significant # of people concerned about noise issues and changing routes, there ~~was~~ were very few of the poor Hispanic population that will be impacted by the new location. Much of the area impacted by air quality is North + West of the new Northern location. My main concern is Air Quality. On a still sunny day I can't (at 7:00 AM) go out into my back yard because of jet exhaust. How much worse will it be once the Terminal is 1/2 block from my house? There are hundreds, if not thousands of children in the San Valley area who already experience Asthma. I have more to say, but I will submit them later.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: Jennifer Herrera
 Address: 2607 Delia Ave
 City, State, Zip: San Valley, CA 91352
 Email: Jennifer.herrera@hotmail.com

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Comments:

Before I give my support behind the new Burbank Airport Expansion; the flight path; (newly implemented as of 2017) MUST be addressed of noise complaints, air quality and quality of life for residents (+ Wildlife) whose lives have been newly affected by residents, children & wildlife MUST BE ACCOUNTED FOR BEFORE ANY MAJOR EXPANSION CAN OCCUR.

The Impact Analysis must use an appropriate baseline. The FAA MUST account for (1) The Metrolink NEPA analysis DID NOT address actual departure routes CURRENTLY FLOWN at BUR and (2) the number & routing of BUR departures remains "up in the air". Pre-Metrolink conditions must provide the most appropriate & equitable baseline against which to measure project impacts.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

G. Hogan

Address:

Sherman Oaks

City, State, Zip:

CA 91423

Email:

hogan genevieve@yahoo.com

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Comments:

We are opposed to Burbank Airport's replacement terminal until they return the takeoff & landing flight paths to pre-Next Gen Routes. The low-flying planes over our home in Sherman Oaks literally every 3 minutes are untenable, disruptive and unhealthy. Our 2-year old refuses to play in the backyard; our 3-month old can't sleep and is constantly woken up by loud planes from Burbank Airport. Please make it stop!!! We won't stop fighting this.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Richard Hull

Address:

4114 Sunnyslope Ave

City, State, Zip:

Sherman Oaks, CA 91423

Email:

RichHull7@gmail.com

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We are categorically NOT in favor of Burbank's replacement terminal unless the airport permanently reverts its take-off and landing flight patterns to the pre-Next Gen paths.

We live in Sherman Oaks right next to a school. So much about Burbank Airport's new Next Gen flights paths defy common sense – perhaps, most importantly, the safety and quality of these school children's experience. Further, the FAA and Burbank Airport appear to be denying that these flights are actually flying so low over our homes and schools. We invite them to our house to experience the loud noise and disruption.

Moreover, our 2-year old now refuses to play in her own backyard because of the low-flying, loud planes that fly directly over our home literally every 3 minutes. How sad is it that a child who is just learning to communicate actually knows how to point to the backyard and say "Too loud! Too loud!"?

If we had wanted to trade lower property values for constant low-flying plane disturbances, we would have purchased a home by the airport. But we didn't. We specifically sought the solace of our neighborhood, and now it's like we live next door to an airport. This has caused a major disturbance to our lives at all hours of the day and night, and has made our daily lives virtually untenable. We can't even watch television or sleep in our home with the doors and windows closed without being constantly disturbed by low-flying planes.

Do not let Burbank Airport expand or replace its terminal until the pre-Next Gen flight paths for take-off and landing have been restored.

Richard Hull
Sherman Oaks, CA 91423

Rich Hull 1 @ gmail . com



COMMENT FORM

**Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project
Environmental Impact Statement**

Public Scoping Workshop - Comment Form

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport.

Comments:

#1 Noise! limit hours - / or not noise / be nice to
your neighbors.

#2. I like the stairway at the rear of the plane
to get on and quicker.

#3. The light pollution from the new parking
structures on Empire. What can my students
build to make it better? We could have a cat contest
to stop the light pollution at night.

#4. Better parking for bikes, buses and
all forms of transportation.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Address:

City, State, Zip:

Email:

Bridges, Jeff
4624 Cypress Ave #161
Burbank
bridgethompson624.net

Comments on the scope of the EIS will be accepted through 5:00 PM PST on March 1, 2019.

Before including your name, address, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Written comments may be mailed to: Mr. David F. Cushing, Manager, Los Angeles Airports District Office - LAX-600, 777 S. Aviation Boulevard, Suite 150, El Segundo, California 90245.



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Comments:

Transportation center
 Amtrak & Metrolink bus to
 Airport like at LAX, LHR &
 Parking for all modes of transportation!
 Integrate into traffic plans to
 get from the tracks to the terminal

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Bob Hope

Address:

10024 Chippendale Dr

City, State, Zip:

N. Hollywood Ca 91606

Email:

bobhope@att.net

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Comments:

Burbank airport should not expand, period.
The inland location is and has never been a proper location for a major airport. There is no need for more flights there. We have been living in Studio City for many years. When we first moved in, there were virtually no planes going over our house. Now, Burbank-Pasadena has increased flights that disrupt our normally quiet neighborhood, particularly at 7am in the morning. I have called and reported planes that have violated the curfew, mostly UPS and FedEx planes that take off and land at 3 am! That's nuts. It is a nightmare that has increased recently. The new proposed flight paths + airport are not a solution or community wants or needs.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: C. INNIS
Address: PO Box 1532
City, State, Zip: Studio City CA 91614-0532
Email: _____

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Alternate solutions:
Close Burbank and build in the desert or a floating airport off of coast.

Also please direct planes north, east or west not south over LA.



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Comments:

I oppose increasing
of flights

Please allow planes to
take off on a changing, varied
flight path.

We never had such noise.

And with airport increasing
number of flights every year -

take us into account.

Disperse the flight path

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Address:

City, State, Zip:

Email:

JG
12405 Ventura BL
91604

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Comments:

Expanding Operations at
Burbank Airport

WE ALL OPPOSE EXPANSION!

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Address:

City, State, Zip:

Email:

JG
12400 Ventura St
91604

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Comments:

The replacement should not even be considered until the flight patterns and traffic routes over STUDIO CITY have been corrected and returned to what they use to be. The noise and disruption to the residents is awful. Any future proposals from Burbank or the FAA should be placed on hold immediately.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Bill Jones

Address:

Laurel Canyon Blvd

City, State, Zip:

Studio City

Email:

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Comments:

WHILE DOING YOUR ENVIRONMENTAL IMPACT STUDY, COME TO MY ADDRESS. THERE ARE 20 ACRES OF LAND FROM MY NOISE TO MULHOLLAND WE USE TO HAVE BOBCATS, DEER, REDTAIL HAWKS, ALL GONE!!! THIS NEW FLIGHT PATTERN HAS DESTROYED OUR NEIGHBORHOOD. WE LIVE IN A CANYON WHERE NOISE ECHO'S. WE HAVE 300 PLANES A DAY WITH NO CURFEW. I SAY NO! TO THE NEW BURBANK TERMINAL THE PRESENT FLIGHTS, THE NEW FLIGHT PATTERN SHOULD BE CHANGED BACK TO DEPARTURES OVER THE 101 HIGHWAY!!! THIS FLIGHT PATTERN HAS LOWERED OUR HOME VALUES. PLUS THE AREA I LIVE IN IS A HIGH FIRE ZONE THAT WOULD BE WIPED OUT OUR HOMES. I HAVE ASTHMA & HAVE HAD TO INCREASE MY INHALER, TRIPLE STRENGTH! I CAN NO LONGER OPEN MY WINDOWS FOR FRESH AIR, DUE TO THE PARTICULATES & FUEL FROM THE JET.

PLEASE SUPPORT US & STOP THE EXPANSION OF BURBANK AIRPORT & CHANGE THE FLIGHT PATTERNS BACK TO THE 101.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

ROSE KAUPER

Address:

3162 Ventura Boulevard (canyon avenue)

City, State, Zip:

Sherman Oaks, CA 91423

Email:

KAUPERPURCHASES@ME.COM

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Current Issues Related to Flight Path Changes From Burbank Airport:

* The new flight path now flies directly over our house, at all times of day and night. We have logged 180 flights per day (and counting), even at 2:30am, 3:30am, 4:30am, 5:30 and 6:30am. From roughly 6:45am onward, flights are frequently less than 1 minute apart.

* It is virtually impossible to fall asleep before midnight without being awakened by aircraft flying overhead, we are regularly awakened throughout the night, and our mornings begin by being awakened between 5:30am and 6:30am as flights steadily increase in frequency throughout the day and into the evening. I begin every day angry at the disruption of sleep and of our lives. We can no longer enjoy sitting outside on our patio due to the unrelenting noise and pollution of aircraft passing above us. We cannot leave our windows open. If we experience 20 minutes of quiet between the hours of 6:30am and 10:30pm we count ourselves lucky.

* We have clocked some flights flying as low as 600 feet!! We can clearly read the airline name and trademark along the side of the aircraft.

* The constant, intense noise pollution makes being at home, which should always be one's safe haven, often nearly unbearable because the noise is constant and there is no way to escape it (even wearing noise cancelling headphones and/or earplugs.) Nor can we escape by leaving the house: go for a hike or a bicycle ride anywhere in the neighborhood or nearby parks, the planes are still constantly there, and even louder because there are no walls, roofs or windows to even partially mute the noise; go to a restaurant, coffee shop, bar, grocery store, the constant aircraft noise is still there as you bike, walk or drive to your destination and while you are in the establishment. Hell hath no escape.

* Home prices will be/are being adversely affected and could ultimately result in either literally being unable to sell, or having to sell our home for far less than its value and worth due to this issue. We are facing the very real threat of being forced to move to maintain our physical and

will allow for improved operation efficiency and larger aircraft, thereby increasing cumulative impacts on the affected areas.

Other Cumulative Future Impacts:

- * The expansion must not be considered in a vacuum. It must be considered along with all other cumulative impacts such as the current, unauthorized procedures, proposed procedures, and nearby flight paths from Van Nuys Airport and other SoCal Metroplex Airports.

- * BUR proposed procedures SLAPP TWO and OROSZ THREE would make permanent the current, path that FAA/BUR began vectoring in March 2017, without notice or environmental study, over the affected areas.

- * Van Nuys Airport (VNY) has increased the number of departures by 35% since 2016 and has moved their path HARYS TWO south and east (with institution of waypoint PRRRY) to traverse the same portion of the Santa Monica Mountains that BUR currently impacts by vector and that the proposed procedures SLAPP TWO and OROSZ THREE will continue to impact.

- * Both BUR and VNY estimate a projected 15% increase per year in air traffic, which will contribute significantly to the current air noise over the affected areas.

- * Santa Monica Airport (SMO) shortened it's runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the affected areas. SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the affected areas.

noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.

- * Restore the historical 6-mile wide flight path, proven safe for decades.

- * Consider multiple tracks and alternate tracks in ALL directions. We have witnessed successful northern departures by all jets, as well as eastern departures.

- * Consider relocation of airport to less populated area.

A handwritten signature in black ink, appearing to read 'David A. Kimball', with a long, sweeping horizontal line extending to the right.

David A. Kimball

Homeowner and 21-Year Studio City Resident

4227A Colfax Avenue

Studio City, CA 91604



COMMENT FORM

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Proposed Replacement Terminal Project
Environmental Impact Statement**

Public Scoping Workshop - Comment Form

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport.

Comments:

THIS DOG PONY SHOW IS

total bullshit and a waste of time

AND RESOURCES

you are not seeking public opinion

you are just trying to sell this proposal

and pull the wool over peoples eyes

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

David Kimball

Address:

City, State, Zip:

Email:

Comments on the scope of the EIS will be accepted through 5:00 PM PST on March 1, 2019.

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Comments:

I know the Next Gen Program & The Burbank Airport ^{Expansion} are two different issues, but as the new airport terminals become updated and more desirable, there will be more traffic. My issue is mainly with the flight paths, as they are seriously disrupting my life. I am unable to sleep. I get woken up in the middle of the night or very early in the morning. I am worried about the long term health issues of my family since numerous studies highlight increased risks of heart disease or lung issues. My main point is if the flight path is not addressed or resolved, I plan on boycotting the Burbank airport and not supporting the expansion.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Evi Kosciow

Address:

City, State, Zip:

Studio City

Email:

tinydانسocial @ outlook.com

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Comments:

I would like to see a graphic of the relationship between the proposed quadrants expansion of the terminal and the FAA regulations and standards for each option.

What are the proposed additions of airlines serving the Burbank airport?

Since there is no increase in the number of gates (per your graphic) - what is the proposed percentage of increase in flights over the next five years?

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

MAGDA KRACHMALNICK

Address:

City, State, Zip:

Email:

lmagda936@gmail.com

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Comments:

I don't agree w/ the expansion. On the effort to upgrade the airport it has caused & will cause increased air traffic, which has given rise to the next-gen patterns & flight routes. The pattern has & will give us more & more concentrated air traffic in areas that have a dense amount of schools of wildlife, not to mention noise & health ~~control~~ issues.

I could go on but - it seems like about increased air traffic which equals increased pollution of valuable areas of our city. The changes that have already happened are unacceptable & should be stopped.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

David Laob

Address:

3761 Benedict Canyon Road

City, State, Zip:

Sherman Oaks, CA

Email:

davidalao@aol.com

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Comments:

This expansion will only serve to compound upon the terrible constant noise and air pollution being caused by the constant, constant, constant plane traffic flying at low altitudes over the neighborhoods & parks in the Santa Monica mountains. Move the flight paths back to safer and noisier zones like over the freeways. Without doing that this community cannot support this airport expansion.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Jeremy Lake

Address:

14454 Glorietta dr.

City, State, Zip:

Sherman Oaks, CA 91423

Email:

jerome.three.16@gmail.com

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Comments:

You need an Environmental Impact Study.

The FAA has to agree that no more than 14 gates will ever be installed.

The house of planes taking off & landing cannot be extended.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Reggie Lundin

Address:

225 N Rose St #304

City, State, Zip:

Burbank CA 91505

Email:

rlundin@aol.com

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Comments:

We are hoping you are able to change this flight route. We hear the planes overhead from 6 am - 12 pm - They are constant. They are low. They are very disruptive.

I understand if they need to increase. But this is completely excessive. We are not comfortable having our kids play outside for extended periods of time.

I know with the expansion - there will be more planes - our property value has been compromised as well.

I know it can't stop - but to be less would help.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Jeniffer Lazans

Address:

439 Rhodes

City, State, Zip:

Studio City CA 91604

Email:

jenortfo@chevron903.com

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Comments:

Any fixes to the Burbank Airport should not proceed until

- 1.) The flight path outcry has been addressed
- 2.) The fire hazard in the hills where smaller private planes fly is addressed.
- 3.) The pollution has been addressed.

Environmental Impact must also look at NOIS²
One cannot be done without the other.

The flights have increased tremendously over my neighborhood. For the FAA official to tell me it is my imagination is an insult. Ask my neighbors.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Beth Linville

Address:

4111 ADDY Ave

City, State, Zip:

Sherman Oaks CA

Email:

blinu@shcglobal.net

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Comments:

NO change of
Flight paths over
Studio City

NO NEW AIRPORT!

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Andrew Maganlian

Address:

11359 Sunshine Terrace

City, State, Zip:

Studio City, CA 91604

Email:

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Comments:

I have many concerns :-
We live high up in the hills of Sherman Oaks just under Mulholland Hwy. The elevation is \pm 1,000ft above sea level. That means when planes fly low overhead, it is very close to us. My wife is a double lung transplant patient & her health could be affected by all this pollution.
Also the noise brought about by all these extra flights is bad for our nerves.
Our choice to live here in Sherman Oaks was for the lovely quiet area. That is no longer the case. I am concerned that with all this air traffic, pollution and noise our property value will drop.
Take your planes and traffic elsewhere.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: Stan Magnus
Address: Stone Canyon Ave
City, State, Zip: Sherman Oaks
Email: Stannagnus@gmail.com

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Comments:

Concentrated flight patterns over residential areas
are completely unacceptable. Expanding
the capacity of Burbank Airport before the
concentrated flights stop ~~per~~ permanently is
completely unacceptable

Fine particulates kill!!!

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Shannon Mast

Address:

14844 Dickens St. Unit 206

City, State, Zip:

Sherman Oaks, CA 91403

Email:

~~sharon~~ shannlyn@gmail.com

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Written comments may be mailed to: Mr. David F. Cushing, Manager, Los Angeles Airports District Office - LAX-600, 777 S. Aviation Boulevard, Suite 150, El Segundo, California 90245.

COMMENTS FROM TOM MATERNA + DONNA
3981 Cody Rd
SHERMAN OAKS
91403
COMMENTS 43, 60, 95, 101, 115, 148
Notes Talking Points for

January 29, 2019 BUR Terminal Replacement Scoping Meeting

1. Impact Analysis

- a. NEPA requires federal agencies to account for all reasonably foreseeable direct, indirect, and cumulative impacts of a proposed project. Here, the impact analysis must account for the reasonably foreseeable possibility that the replacement terminal — with its expanded amenities and increased efficiency — will result in increased departures and arrivals at BUR even if the number of terminal gates remains constant.
- b. The impact analysis must use an appropriate baseline. In developing the baseline, the FAA should account for the fact that (i) the Metroplex NEPA analysis did not address the actual departure routes currently flown at BUR; and (ii) the number and routing of BUR departures remains in flux. Pre-Metroplex conditions therefore provide the most appropriate and equitable baseline against which to measure project impacts.
- c. To accurately address the significant noise issues at BUR — which will be intensified by the new terminal and supporting infrastructure — the EIS must incorporate and address the following:
- Impacts on all noise-sensitive land uses, including schools, parks, open space, preserves, historic resources, and others.
 - Unique topography, including, in particular, the hills and canyons south of the airport.
 - Single-event noise measurements.
 - California and federal noise metrics.
 - The likelihood that aircraft will not adhere to published departure and arrival routes
- d. NEPA requires federal agencies to address the cumulative impacts of their proposed projects together with other past, present, and reasonably foreseeable future actions. Here, the impacts of the terminal replacement project must be considered cumulatively with at least the following:
- The Metroplex project
 - Changes to, and eventual closure of, SMO, including relocation of some SMO operations to other area facilities.
 - Changes in operations and routes at VNY
 - Proposed open SIDs for OROSZ 3 and SLAPP 2 at BUR

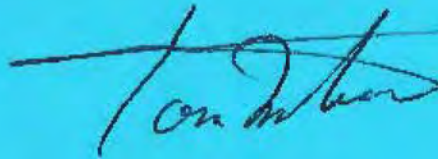
2. Alternatives and Mitigation

a. NEPA's implementing regulations require the FAA to "rigorously explore and objectively evaluate all reasonable alternatives," and state that this analysis must be "the heart" of the EIS. The regulations further provide that the alternatives evaluated should be based on the affected environment and the environmental consequences of the proposed action. Because noise is one of the most significant impacts at BUR, the FAA must make a good-faith effort to identify alternatives that would decrease noise impacts in surrounding communities. Those alternatives should include, but may not be limited to, the following:

- Alternatives involving time-of-day restrictions
- Alternatives involving changes to departure and/or arrival routes, including changes that would keep departures over the Highway 101 corridor
- Additional procedures allowing different take-off and landing configurations under certain meteorological circumstances
- Alternatives restoring pre-Metroplex routes

b. We understand that some alternatives may be outside the sole jurisdiction of the FAA. But that fact does not preclude their consideration in the EIS. On the contrary, NEPA requires the FAA to fully consider alternatives that may require planning and approval by other agencies.

c. An EIS must fully evaluate measures to help mitigate the potential impacts of a proposed project. Noise mitigation is especially important here.

A handwritten signature in black ink, appearing to read "Tom Whelan", is written over a horizontal line.



COMMENT FORM

**Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project
Environmental Impact Statement**

Public Scoping Workshop - Comment Form

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport.

Comments:

I STRONGLY OPPOSE THE EXPANSION AND THEN NEW
FLIGHT PATHS. THE NEW TERMINAL WILL FURTHER DEGRADE
THE QUALITY OF LIFE AROUND THE AIRPORT.
MORE JETS WILL HARM OUR CHILDREN AND OUR PARKLANDS.
INCREASED POLLUTION AND SOOT. MORE NOISE.
CONSIDER RELOCATION OF THE AIRPORT AND JETS
TO LESS POPULATED AREA

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

DONNA

Address:

TOM MATERNA

City, State, Zip:

3981 CODY RD

SHERRMAN OAKS

Email:

TOM@XLSIX.COM

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Comments:

*Since it isn't really credible that the airport has been operating safely for so many years:
Why can't we upgrade the existing terminal?
Why invite more carriers besides ##?
Why try to convince anyone that there's no impact from the increase in aircraft size + numbers? (Volume)
Why? Of course we can't sleep through the night.
Kids on 26 playgrounds, parks, etc all are adversely affected GREATLY.
Why?
More planes, more pollution. NO NEW TERMINAL!!*

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

JAYNE MCKAY

Address:

1727 N. Evergreen St.

City, State, Zip:

Burbank, Ca 91505

Email:

jaynemckay@mac.com

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Comments:

~~I~~ I strongly oppose this project moving forward without proper studies and involvement of the surrounding communities. While I understand that not all next gen procedures and new waypoints have been fully implemented or defined, the fact of the matter is that since approximately March of 2017 the number of low flying planes over my house not only increased but became unbearable. This was actually studied by Laurence Brown who were hired by Burbank. The flightpaths have shifted south and the community, especially our children are being severely impacted. While I understand there is a safety concern with the actual building in question, if the flightpaths cannot be dispersed so as to have all surrounding communities share the burden then we will fight with all the legal resources we have. Our health and our children's health cannot be compromised for profit of the airlines or anyone else.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: _____

Address: _____

City, State, Zip: _____

Email: _____

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1/29/2019

Alden Melbourne
12225 Laurel Terrace Dr
Studio City, CA 91604

Cumulative Future Impacts Directly Resulting From New Terminal:

* It has already been determined by an independent analysis conducted by Landrum & Brown that the flight paths out of Burbank Airport (BUR) shifted south in a concentrated path over the hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains (Affected Areas). This change in flight track occurred without notice or environmental study.

* The new Terminal will increase efficiency, leading to a greater number of flights and larger jets. The proposed "Replacement Terminal" at BUR will contribute significantly to increased cumulative impacts on the affected areas.

* In their operations meeting on November 5, 2018, BUR estimated that the new terminal would cost \$1.24 billion, significantly increased from the originally estimated \$400 million. They proposed that they would be in "lockstep" with the airlines they serve in order to increase revenue to pay for the new heightened cost of the terminal. To increase revenue, they must increase capacity by bringing in more passengers on larger jets. Larger, heavier jets will make slower turns driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the affected areas.

* The expansion of airside facilities such as the construction of a new 413,000 square foot aircraft ramp and the extension of Taxiway A and C will allow for improved operation efficiency and larger aircraft, thereby increasing cumulative impacts on the affected areas.

Other Cumulative Future Impacts:

* The expansion must not be considered in a vacuum. It must be considered along with all other cumulative impacts such as the current,

unauthorized procedures, proposed procedures, and nearby flight paths from Van Nuys Airport and other SoCal Metroplex Airports.

- * BUR proposed procedures SLAPP TWO and OROSZ THREE would make permanent the current, path that FAA/BUR began vectoring in March 2017, without notice or environmental study, over the affected areas.

- * Van Nuys Airport (VNY) has increased the number of departures by 35% since 2016 and has moved their path HARYS TWO south and east (with institution of waypoint PRRRY) to traverse the same portion of the Santa Monica Mountains that BUR currently impacts by vector and that the proposed procedures SLAPP TWO and OROSZ THREE will continue to impact.

- * Both BUR and VNY estimate a projected 15% increase per year in air traffic, which will contribute significantly to the current air noise over the affected areas.

- * Santa Monica Airport (SMO) shortened its runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the affected areas. SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the affected areas.

Health and Safety Impacts:

- * The new, more efficient terminal will increase the already burdensome negative health and safety impacts from constant, low-flying jets over elevated terrain that degrade air quality and cause serious health problems including heart disease. It will also increase disruption to our schools.

Economic Impacts:

* The new, more efficient terminal will increase the economic loss already suffered by our local businesses and film industry. Home values have also been impacted and are on the decline.

Impacts to Protected 4(f) Parkland:

* The new, more efficient terminal will further degrade our public parklands – our quiet refuge from noisy city life. It will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited.

Construction Environmental Impacts:

* Residents near the airport and along the soil export route have grave concerns about vast amounts of contaminated soils traversing their neighborhoods, potentially exposing them to dangerous materials. Residents near the airport have concerns about the growth of the airport, as well as increased traffic, and air pollution from traffic.

Alternatives:


If BUR wants to build a new terminal, other alternatives must be considered such as:

* Stopping the export of noise and negative impacts to Los Angeles. Reroute the flights over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the air noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.

* Restore the historical 6-mile wide flight path, proven safe for decades.

* Consider multiple tracks and alternate tracks in ALL directions. We have witnessed successful northern departures by all jets, as well as eastern departures.

* Consider relocation of airport to less populated area.

Signed:  1/29/2019
Alden Melbourne



COMMENT FORM

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Public Scoping Workshop - Comment Form

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Comments:

Consider the millions of Gallons in Jet fuel environmental impact, noise, pollution extra time it takes to going south, (on takeoffs turning, banking, & then heading west - why not reverse directions & start off from the South & go directly North ???

The Emperor has no clothes!!

Thanks for hosting the forum.
BTW are copies available of the Law suit brought by Benedict Canyon Home owners Assoc?

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Jon Molin

Address:

10205 Riverside Dr

City, State, Zip:

Toluen Lake Cal 91602

Email:

JONMOLIN@HOTMAIL.COM

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Comments:

AS I SEE IT THERE IS NO GOOD ARGUMENTS FOR HAVING ALL PLANES
TAKE OFF IN A NARROW CORRIDOR OVER SANTA MONICA MOUNTAINS -

MEANING NONE FOR PEOPLE & THE ENVIRONMENT. ONLY FINANCIAL.

I SUGGEST THAT THE ONLY FAIR AND REASONABLE SOLUTION IS TO
SPREAD THE PAIN EQUALLY OVER A WIDER AREA.

A LONG TERM SOLUTION IS TO BUILD A NEW AIRPORT SOMEWHERE
PRIMARILY THAT CAN BE CONNECTED WITH A RAIL TRAIN & MAKE ME
WANT TO TRAVEL AROUND THE WORLD

YOU HEAR THE PAIN FROM MANY PEOPLE. WE LIVE COLD/WATER /MULHOLLEN -
THERE ARE TIMES WHEN THE ROAD IS CONGESTED. WE CAN NOT HAVE A
NORMALLY CONVENIENT. OUR OUTDOOR FURNITURE IS RUINED. WHAT A WASTE!

IT USED TO BE A PARADISE. BUT WHAT DO YOU CARE? IT IS NOT YOUR
NEIGHBORHOOD

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Wilhelm & Eva Ostermann

Address:

3145 COLDWATER CANYON

City, State, Zip:

STUDIO CITY, CA 91604

Email:

WE.OSTERMANN.COM

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ORAL COMMENT SIGN-UP FORM

**Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project
Environmental Impact Statement**

To provide a comment to the stenographer this evening, please complete this form and provide to staff at the meeting.

Name:

Address:

City, State, Zip:

Email:

Penelope / I propose turning original
terminal - into a Flight Museum. To
Preserve it's cultural significance from the
SAVEDFORME@live.com (Live.com) 30's.

Before including your name, address, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Thank
you.



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Comments:

The airport should not be changed or expanded. Anyone who flies in the LA area loves Burbank for its efficiency & convenience. It's old school and it works. The proposed new terminal means only growth in noise & traffic, and possibly diminished safety. My family and neighbors oppose the new terminal project.

Thank you

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Matthew Pyken

Address:

11928 Trellis St

City, State, Zip:

Studio City, 91604

Email:

m.pyken@gmail.com

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Comments:

We are tired of planes flying low over our home. This plan to grow Burbank Airport will only increase the problem.

No expansion - No new terminal.
No superhighway in the sky.

And yes to any lawsuit that will fight your plans!

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Jermy Remillones

Address:

3147 Dona Maria Dr.

City, State, Zip:

Studio City, CA 91604

Email:

jermyremillones@sbglobal.net

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Comments:

First off, as a company executive I am all for improving Burbank airport. HOWEVER, as a Studio City resident I am outraged at the number of low flying aircraft 24 hrs/day that are now going directly over my house. Our quality of life has been destroyed. It is now a constant flow of loud noise every 5-10 minutes and it is just literally ruining the lives of my family, especially my young son who can no longer sleep through the night. I IMPLORÉ you to change the departure route plans.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: ADAM RIMEN
 Address: 12308 CANTURA ST
 City, State, Zip: STUDIO CITY, CA 91604
 Email: ajrimer@gmail.com

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Comments:

As a younger citizen of Burbank who will be confronting the environmental impact of this new terminal for decades to come I hope the EIS will ~~encourage~~ encourage the highest environmental standards for this airport that's located right in the heart of our community. LEED Platinum should be the goal, and I'm including Research on how other Regional airports have achieved that effectively. Burbank should settle for nothing less!

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Heather Robb

Address:

1200 N. Myers St

City, State, Zip:

Burbank, CA 91506

Email:

heather.robbs@yahoo.com

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Comments:

*We need an Environmental Impact Study
The FAA has no guarantee no more than 14 Gates
Hours of operation cannot be expanded
All planes should be taking off North of the Airport
and incoming planes must be re-routed away
from Toluca Lake, & Studio City.*

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Sharon Rombeau

Address:

10537 Whipple St.

City, State, Zip:

Toluca Lake, CA 91602

Email:

Sharonrombeau@yahoo.com

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Comments:

I dot like the arpan5 going
Ovr my soul becuz ths distract me and
my fcs and thervmact the ~~the~~ air smie
and and wack me up at 4:00 am
I hate the arpan5

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: Sean

Address: _____

City, State, Zip: _____

Email: _____

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Comments:

1. Air Quality = more + larger jets = worst air
2. Biological = see above
3. Climate = increasing temperatures in long summer means jets ascend more slowly therefore lower & louder
4. Transportation - more traffic
5. Hazardous materials = more jets = worst air quality
6. Land use -
7. Nat Resources & Energy - demolition of current = too much for land fill.
8. Noise - YES there is already noise
9. Socio.economics - my house already worth less
10. Visual effects -
11. water resources = run off from expanded runways will be polluted waste. No good.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Karen Spangenberg

Address:

10335 Weddington St

City, State, Zip:

N.H. 91601

Email:

ekarens@gmail.com

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Comments: AIR POLLUTION IS A CONCERN!
PLEASE SET A CAP OR LIMIT
TO THE FUTURE NUMBER OF PLANES
THAT WILL IN THE FUTURE
FLY OUT OF AND INTO BURBANK AIRPORT
THIS APPEARS TO BE AN ATTEMPT TO
IMPROVE PLANE FLOW WITHOUT
ADDING MORE GATES
NOISE LEVEL AND FLIGHT PATHS CHANGING
MUST BE ADDRESSED
NOISE TO TAIL TAKE-OFFS SEEMS TO
BE THE GOAL - MAKING FOR MORE PLANES

Comments are not limited to this form. Please attach any additional sheets as ^{IN THE AIR} necessary.

Name: DENNIS SULLIVAN
 Address: 3623 LONGVIEW VALLEY ROAD
 City, State, Zip: SHERMAN OAKS CA 91423
 Email: DFSULLIVAN2000@AOL.COM

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FAA comments

1/29/19

I strongly oppose the new terminal expansion and the new flight paths.

The new, more efficient terminal will further degrade our public parklands – our quiet refuge from noisy city life. It will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited.

If BUR wants to build a new terminal, other alternatives must be considered such as:

- * Stopping the export of noise and negative impacts to Los Angeles. Reroute the flights over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the air noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.
- * Restore the historical 6-mile wide flight path, proven safe for decades.
- * Consider multiple tracks and alternate tracks in ALL directions. We have witnessed successful northern departures by all jets, as well as eastern departures.
- * Consider relocation of airport to less populated area.

Thank you,

Name: Selina Thomasian

Address: 4312 Rhodes Avenue, Studio City, CA 91604

Telephone: 818-421-6139

Email: shartonians@gmail.com

FAA comments

1/29/19

I strongly oppose the new terminal expansion and the new flight paths.

It has already been determined by an independent analysis conducted by Landrum & Brown that the flight paths out of Burbank Airport (BUR) shifted south in a concentrated path over the hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains (Affected Areas). This change in flight track occurred without notice or environmental study.

In their operations meeting on November 5, 2018, BUR estimated that the new terminal would cost \$1.24 billion, significantly increased from the originally estimated \$400 million. They proposed that they would be in "lockstep" with the airlines they serve in order to increase revenue to pay for the new heightened cost of the terminal. To increase revenue, they must increase capacity by bringing in more passengers on larger jets. Larger, heavier jets will make slower turns driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the affected areas.

The community, including its residents and businesses, has suffered tremendous economic and environmental losses, which will only be further exacerbated by this expansion. This situation is a true crisis and needs to be STOPPED.

Thank you,

Name: Selina Thomasian

Address: 4312 Rhodes Avenue, Studio City, CA 91604

Telephone: 818-421-6139

Email: shartonians@gmail.com

FAA comments

1/29/19

I strongly oppose the new terminal expansion and the new flight paths.

It has already been determined by an independent analysis conducted by Landrum & Brown that the flight paths out of Burbank Airport (BUR) shifted south in a concentrated path over the hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains (Affected Areas). This change in flight track occurred without notice or environmental study.

In their operations meeting on November 5, 2018, BUR estimated that the new terminal would cost \$1.24 billion, significantly increased from the originally estimated \$400 million. They proposed that they would be in "lockstep" with the airlines they serve in order to increase revenue to pay for the new heightened cost of the terminal. To increase revenue, they must increase capacity by bringing in more passengers on larger jets. Larger, heavier jets will make slower turns driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the affected areas.

The community, including its residents and businesses, has suffered tremendous economic and environmental losses, which will only be further exacerbated by this expansion. This situation is a true crisis and needs to be STOPPED.

Thank you,

Name: Shant Thomasian

Address: 4312 Rhodes Avenue, Studio City, CA 91604

Telephone: 818-744-9530

Email: sthomasian@gmail.com

FAA comments

1/29/19

I strongly oppose the new terminal expansion and the new flight paths.

The new, more efficient terminal will further degrade our public parklands – our quiet refuge from noisy city life. It will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited.

If BUR wants to build a new terminal, other alternatives must be considered such as:

- * Stopping the export of noise and negative impacts to Los Angeles. Reroute the flights over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the air noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.
- * Restore the historical 6-mile wide flight path, proven safe for decades.
- * Consider multiple tracks and alternate tracks in ALL directions. We have witnessed successful northern departures by all jets, as well as eastern departures.
- * Consider relocation of airport to less populated area.

Thank you,

Name: Shant Thomasian

Address: 4312 Rhodes Avenue, Studio City, CA 91604

Telephone: 818-744-9530

Email: sthomasian@gmail.com



COMMENT FORM

**Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project
Environmental Impact Statement**

Public Scoping Workshop - Comment Form

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport.

Comments:

- 1) Recent renovations of new parking structure (s) has no walkway to terminals.
What faith can we have that this new project will be better planned out.
- 2) 6 mos ago flight pattern change, consistent noise for landings going over the house. Well after 10pm.
Property values will decline; what is your plan to assuage this.
- 3) The 2 & 3 am flights of FedEx out of Burbank Airport - pls explain

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Regi Toscano

Address:

522 N Naomi St

City, State, Zip:

Burb 91505

Email:

barootifulart@gmail.com

Comments on the scope of the EIS will be accepted through 5:00 PM PST on March 1, 2019.

Before including your name, address, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Written comments may be mailed to: Mr. David F. Cushing, Manager, Los Angeles Airports District Office - LAX-600, 777 S. Aviation Boulevard, Suite 150, El Segundo, California 90245.



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Comments:

I DO NOT SUPPORT THE EXPANSION OF BUR. I UNDERSTAND THIS IS "REPLACEMENT", HOWEVER THIS CONSTRUCTION WILL CREATE GREATER EFFICIENCY FOR AN INCREASE OF FLIGHTS. I LIVE IN STUDIO CITY AND THE NOISE FROM FLIGHTS HAS INCREASED, DEMINISHING MY ABILITY TO HAVE CONVERSATIONS, WATCH TV, OR SLEEP. MY PROPERTY VALUE HAS DECREASED. THIS IS NOT OK. I UNDERSTAND THESE CHANGES ARE FOR SAFETY REASONS, SO I CHALLENGE THE FAA WITH FINDING THE INTERSECTION WHERE SAFETY AND QUALITY OF LIFE MERGE. CURRENTLY ONLY SAFETY AND PROFIT ARE CONSIDERED. PLEASE LISTEN TO US, THE COMMUNITY BUR SERVES !!!

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: TESSA TREADWAY
 Address: 4440 IRVINE AVE
 City, State, Zip: STUDIO CITY CA 91602
 Email: TESSAT@MAC.COM

Comments on the scope of the EIS will be accepted through 5:00 PM PST on March 1, 2019.

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Comments:

① QUESTION: WHY ARE ONLY A FEW INDIVIDUALS ALLOWED TO FLY AT NIGHT AND WAKE LOCAL RESIDENTS. WE NEED CURFEW - MAJORITY SHOULD RULE AND THE PEOPLE A 10 PM TO 7 AM CURFEW!

② WHAT WILL HAPPEN TO AIRPORT REVENUE, WHEN AND IF THE BULLET TRAIN BECOMES OPERATIONAL? THE REDUCED AIR TRAFFIC WILL CUT THE AIRPORT'S REVENUE DOWN

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: MARTIN CHAI
Address: 916 IRVING DR.
City, State, Zip: BURBANK, CA 91504
Email: _____

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Comments:

There should be a public meeting where people can voice their complaints about the noise and pollution on the concentrated funnel like flight paths currently being used as directed by the FAA without ever consulting the population ^{living} in that area and without an environmental impact study. This is unacceptable and an alternative solution must be presented. A plane flies over our house about every 2 minutes.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: Ursula & Joe Turk
 Address: 3820 Longview Valley Rd
 City, State, Zip: Sherman Oaks, CA 91423
 Email: joseph-turk@yahoo.com

Comments on the scope of the EIS will be accepted through 5:00 PM PST on March 1, 2019.

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Written comments may be mailed to: Mr. David F. Cushing, Manager, Los Angeles Airports District Office - LAX-600, 777 S. Aviation Boulevard, Suite 150, El Segundo, California 90245.

Burbank Airport Expansion Comment 01/29/2019

Mr. David F. Cushing, Manager
Los Angeles Airports District Office, LAX-600
El Segundo, CA 90245

I live in Studio City, underneath the narrowed flightpath the jets from Burbank Airport have been using for over the past year and a half. There is absolutely no way that I can support any modification of Burbank Airport (Bur) without the Airport Authority first dealing with the FAA regarding sharing the noise over our communities, effectively rolling back the NextGen approach to a more broad flight path plan.

It has already been determined by an independent analysis conducted by Landrum & Brown that the flight paths out of Burbank Airport (BUR) shifted south in a concentrated path over the hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains (Affected Areas). This change in flight track occurred without notice or environmental study.

The new Terminal will increase efficiency, leading to a greater number of flights and larger jets. The proposed "Replacement Terminal" at BUR will contribute significantly to increased cumulative impacts on the affected areas.

In their operations meeting on November 5, 2018, BUR estimated that the new terminal would cost \$1.24 billion, significantly increased from the originally estimated \$400 million. They proposed that they would be in "lockstep" with the airlines they serve in order to increase revenue to pay for the new heightened cost of the terminal. To increase revenue, they must increase capacity by bringing in more passengers on larger jets. Larger, heavier jets will make slower turns driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the affected areas.

The expansion of airside facilities such as the construction of a new 413,000 square foot aircraft ramp and the extension of Taxiway A and C will allow for improved operation efficiency and larger aircraft, thereby increasing cumulative impacts on the affected areas.

This all points to our communities under the current flightpaths to be victims of all of this increased activity and without a change in approach by the FAA regarding flightpaths, you will be destroying our children's and our quality of life.

John Van Tongeren
12248 Viewcrest Rd
Studio City, Ca. 91604

MC 202YT @ YAHOO. Com



COMMENT FORM

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The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport.

Comments:

there should be no improvements on
Burbank terminal or runway
until the flight patterns are
reviewed and public input
given. Our Studio City neighborhoods
and schools do not want
big loud planes polluting our
already dangerous air -

NO Burbank improvements until
you get approval for flight
paths!

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

RUDY VAN ZYL

Address:

2775 RINCONIA DR

City, State, Zip:

LA CA 90068

Email:

**Comments on the scope of the EIS will be accepted through 5:00 PM PST on
March 1, 2019.**

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Comments:

The design of the new terminal should adhere to the highest green building standards as a way to address and mitigate sustainability issues associated with air travel. Please review ~~the~~ The attached document for both statements of support for a green terminal as well as comparable green programs at similar and aspirational airport terminals.

At a minimum, I ask that The FAA include in the plans a stated objective of ~~attaining~~ ~~green~~ attaining LEED Gold certification for the new terminal.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Chris Weber

Address:

631 East Magnolia Blvd #105

City, State, Zip:

Burbank, CA 91501

Email:

cweb9437@yahoo.com

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Citizens For A Green Hollywood Burbank Airport

Construction for New Terminal = Blue Sky

Burbank has been on the forefront of aviation with recent accomplishments including:

- Housing the largest privately owned municipal airport in the United States
- Constructing the 1st LEED platinum-certified aircraft hangar in the nation

One challenge facing the aviation sector is its environment impact. The aviation industry accounts for ~11% of all transportation-related carbon emissions in the US*. Recently, there has been a significant effort by airports, including Hollywood Burbank Airport (BUR), airlines, passengers, and governments to reduce these emissions using both market and policy approaches.

With the passage of Measure B, BUR and Burbank-Glendale-Pasadena Airport Authority has a singular opportunity in front of itself, the opportunity to construct a brand new terminal airport building that serves as a face of and gateway to Burbank.

By designing the new BUR terminal with a focus on environmental sustainability and aspiring to at least LEED gold standards, Burbank can continue upon its tradition of investigating and investing in forward-thinking projects that reduce waste, save water and energy, and promote clean air**.

*<https://www.nytimes.com/2017/07/27/climate/airplane-pollution-global-warming.html>

**<http://www.burbankca.gov/residents/going-green>



What is LEED and Why Does it Matter?

WHAT IS LEED?

LEED, or Leadership in Energy and Environmental Design, is a third-party verification system created by the US Green Building Council and used to certify the design, construction, maintenance, and operation of green buildings.

Projects pursuing LEED certification earn points across several areas that address sustainability issues, including:

- | | | |
|--------------------------|---------------------------|--------------------------------|
| - Location and Transport | - Sustainable Sites | - Water Efficiency |
| - Energy and Atmosphere | - Materials and Resources | - Indoor Environmental Quality |
| - Innovation | - Regional Priority | |

Based on the number of points achieved, a project then receives one of four LEED rating levels: Certified (40-49), Silver (50-59), Gold (60-79), and Platinum (80-110). For more information, visit <https://www.usgbc.org/leed-v4>.

WHY LEED MATTERS

LEED-certified buildings are resource efficient. They use less water and energy and reduce greenhouse gas emissions. As an added bonus, they save money.



Examples of Environmental Construction Practices and Policies at Airports

Design/ Build	Energy	Water	Emissions/ Waste	Biodiversity	Noise/ Pollution Abatement
<ul style="list-style-type: none"> Recycled materials used during construction Maximized natural light Dedicated recycling areas Electric charging stations LEED Certification 	<ul style="list-style-type: none"> Solar shading areas/roofs Alternative energy sources for vehicles and airline equipment LED lighting Mandatory appliance efficiencies 	<ul style="list-style-type: none"> Low-flow infrastructure Porous pavements Non-potable water for irrigation/ vehicle washes/ toilets Storm water catch basin filters Hydration stations 	<ul style="list-style-type: none"> Bio-degradable/ compostable food service materials Waste recycling and composting including source separation Waste reduction policies 	<ul style="list-style-type: none"> Green roofs Drought resistant crops 	<ul style="list-style-type: none"> Pest habitat denial design Zero/low volatile organic compounds in cleaning materials/ paints Eliminate or minimize refrigerant gas leakage Avoid ozone depleting HCFC Sound barriers



Current Environmental Practices at BUR

DESIGN/BUILD

Leading the way on airport hangers

- Designed 1st LEED platinum-certified aircraft hangar in the nation

WATER

Reducing Water Consumption

- Catch basin filters installed to help collect pollutants before they enter the storm drain system
- Faucet aerators and hands-free faucets in the terminal make water usage more efficient
- Recycled water, drip irrigation, and low water-consuming landscaping conserve water on the premises

NOISE/POLLUTION ABATEMENT

Reducing Emissions

- Preconditioned air and electrical power at each aircraft parking position, allowing pilots to shut off auxiliary power units
- CNG fueling facility for its shuttle bus fleet and for use by the public as well
- Test installation of hybrid "ice energy" air conditioners that produce ice at night when power rates are low and which then chills the air conditioner coolant during the day, reducing both CO₂ and NOx

Addressing Noise Issues

- Utilizes WebTrak to track noise complaints and violations of the Nighttime Noise Policy
- Implemented RATP that insulates qualified residential units in Burbank and Los Angeles



Examples of Environmental Construction Practices and Policies at Long Beach (LBC)

ENERGY

Increasing Supply of Non-Fossil Fuel Energy Sources

- Photovoltaic (solar) panels at various locations on the airport to provide power to LBC's electricity grid
- Electric-charging infrastructure for zero emission electric model service vehicles

Increasing Lighting Efficiency

- Converted all taxiway lights to LEDs, which have a longer lifespan than regular light bulbs, reducing maintenance costs as well

WATER

Reducing Water Consumption

- Low-flow toilets and waterless urinals in bathrooms, and bio-filters and water clarifiers in high traffic storm drain areas
- Prohibit aircraft-washing where wash water can enter the storm drain system
- Use drought-resistant landscaping and curtail irrigation through winter months

NOISE/POLLUTION ABATEMENT

Reducing Air Carrier Ramp Emissions

- Preconditioned air and electrical power at each aircraft parking position, allowing pilots to shut off auxiliary power units
- Convert to electric ground service vehicles and plane tugs



Examples of Environmental Construction Practices and Policies at Los Angeles (LAX)

DESIGN/BUILD

Recycling Materials Throughout Construction Efforts

- All demolition materials recycled (400K tons in 2016) and reclaimed water used for dust control in construction activities

ENERGY

Increasing Efficiency

- LED light ribbon along Second Level Roadway and replaced street lights with LED light poles, creating 45% in electricity saving
- Terminal 4 Connector has "cool roof" that reflects 80% of sun's energy, making it much easier to keep cool

EMISSIONS/WASTE

Selecting Environmentally-Preferable Products

- Custodial products contain post-consumer recycled content and non-toxic chemicals
- Concessions emphasis locally grown products and/or services
- Incorporate biofuels into its fuel storage facility

NOISE/POLLUTION ABATEMENT

Utilizing Technology to Report and Monitor Noise

- Utilizes Noise Comment System from PlaneNoise Inc. to provide direct access to a noise comment form



Examples of Environmental Construction and Practices at Sacramento (SMF)

DESIGN/BUILD

Committing to Environmental Construction

- Attain LEED Silver accreditation for Terminal B

ENERGY

Utilizing and Incentivizing Non-Fossil Fuel Usage

- Develop solar facility that will provide 35% of airport energy

BIODIVERSITY

Conserving water through smart agricultural choices

- Landscape terminals with drought-tolerant native plants
- Retain moisture by mulching tree groves and other landscaped areas
- Mow grass at a higher level to make water use more efficient

EMISSIONS/WASTE

Creating a Zero Waste Program

- Pre-consumer food waste diversion program diverted more than 300 tons of food waste from landfills, which is then recycled into renewable natural gas



Examples of Environmental Construction and Practices at San Diego (SAN)

DESIGN/BUILD

Committing to Environmental Construction and Policies

- First terminal in US to attain LEED Platinum Certification (2014)
- Achieved Level 2 status in Airports Council International's Airport Carbon Accreditation program
- Green Concessions program recognizes and rewards tenants' sustainable business practices
- Good Traveler program allows passengers to purchase carbon offsets to balance travel impact (successfully offset 11M air miles)
- Obtained a sustainability management planning grant from the FAA that will support the development of a new Air Quality Management Plan

ENERGY

Utilizing and Incentivizing Non-Fossil Fuel Usage

- 100% of shuttle fleet converted to alternative fuels
- Installed solar energy panels on roofs and in parking lots, allowing for 44% of energy to come from renewable energy in 2016

NOISE/POLLUTION ABATEMENT

Developing incentive and mitigation programs with travelers and the community in mind

- Quieter Home Program allows residents within the 65+ decibel level contour map to obtain sound insulation treatments
- Fly Quiet Program publicly celebrates active participants and can be used as marketing for airlines (curfew violations, early turns, and fleet noise quality among scoring criteria)



Examples of Environmental Construction and Practices at San Francisco (SFO)

DESIGN/BUILD

Committing to Environmental Construction

- First terminal in US to attain LEED Gold Certification (2011)
- All new buildings and renovations must attain LEED Gold Certification

ENERGY

Utilizing and Incentivizing Non-Fossil Fuel Usage

- Use renewable diesel and landfill-derived compressed natural gas (CNG) in SFO fleet vehicles
- Provide preferential parking for electric and hybrid vehicles
- Encourage employees to use public transportation through incentive program

WATER

Reducing Water Consumption

- Low-flow toilets and waterless urinals in bathrooms
- Installed recycled water pipe & use recycled water for street sweeping, construction dust control, car washing and other non-potable uses - savings of over \$200K through recycled water use

EMISSIONS/WASTE

Creating a Zero Waste Program

- All recyclable waste is separated by employees and food vendors, resulting in overall solid waste recycling rate was at 80% in 2014 and composting 35% of airport waste

<https://www.lvsfo.com/environment/environmental-sustainability-reports>



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Public Scoping Workshop - Comment Form

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Comments:

I live in Studio City and the past few months have been horrific due to the constant stream of airplanes flying directly over my home. If the replacement terminal will afford the airlines to take off even quicker between flights I hope the Environmental Impact Statement will truthfully state that. The current flight paths need to change ~~but~~ and I hope the terminal replacement will not make an already bad situation worse. The noise level is currently affecting myself, husband and children causing additional stress to our lives and health.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Renee Weber

Address:

4208 Elmer Ave

City, State, Zip:

LA, CA 91602

Email:

reneeweb2525@yahoo.com

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Comments:

I think the graphs underestimate future ~~the~~ airport operations and airport enplanements. There has been a significant forward trajectory of #'s of flights + passengers + I expect a much greater increase leading to 2029 than what is shown on the graphs. The impacts of these numbers will impact residents' quality of life detrimentally.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Angela Wiegand

Address:

City, State, Zip:

Email:

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Comments:

Concerned about the combination of new, 50% larger terminal, with more efficient + increased flights + passengers impacting traffic on Hollywood Way.

I would request some kind of mitigation - perhaps some off ramp directly from (5) to Airport? ~~that~~

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Angela + Roy Wiegand

Address:

City, State, Zip:

Email:

RADSfour@att.net

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Comments:

We are concerned about the over 20 schools + parks/day care near the proposed new terminal + excavation site. Concerned about the pollutants that will be activated upon construction activities.

Also extremely concerned about what is in the soil from years past Lockheed/Skyworks toxin dumping directly into the ground.

The EIR that we have read (as part of measure B in Burbank) says there will be hazardous days during construction - there were no solutions given.

I am concerned about tearing down a historical monument/terminal. Amelia Earhart flew out of Burbank & I think historically the terminal should remain.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Roy & Angela Wiegand

Address:

City, State, Zip:

Email:

BADS four @ att.net

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Comments:

- Tremendously concerned that the modernization of the terminal will allow for an increase in the size of planes, as well as the number of planes that fly into the airport.
- Concerned that use of jet bridges vs stairs will also ~~allow for planes~~ increase the flow of foot traffic (i.e. speed with which planes load + unload), thereby increasing flights into the airport.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Sunny Weiss

Address:

City, State, Zip:

Email:

spwmlt@yahoo.com

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**Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project
Environmental Impact Statement**

Public Scoping Workshop - Comment Form

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport.

Comments:

Noise and Pollution levels have already increased massively over Studio City. Expansion of Burbank Airport with even more flights would be criminal. We must not increase the amount of flights, and we must ~~SPREAD~~ SPREAD OUT the current flights so that they DO NOT impact primarily one or two communities. The narrow highway in the Sky goes right over my home near Colfax and Moorpark in Studio City. I get noise constantly, pollution too. And home values will plummet. I moved here with the promise and expectation that ~~the~~ planes would not be a problem. You changed the rules and this is despicable and unfair. You must spread out the flights to the North and East and South. Not JUST Southwest!!!

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

MATTHEW YEDLIN

Address:

4243 COLFAX AVE. UNIT B

City, State, Zip:

STUDIO CITY, CA 91604

Email:

DPFPI@HOTMAIL.COM

Comments on the scope of the EIS will be accepted through 5:00 PM PST on March 1, 2019.

Before including your name, address, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Written comments may be mailed to: Mr. David F. Cushing, Manager, Los Angeles Airports District Office - LAX-600, 777 S. Aviation Boulevard, Suite 150, El Segundo, California 90245.



COMMENT FORM

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Comments:

~~Currently you~~ Current Flight Routes are
causing Anxiety, affecting our health
If this will continue, might we need
close the airport. Enough is Enough
Destroying Encino/ Sherman Oaks / Bel Air
lives. Think about how you are affecting
local people

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Katie York

Address:

3815 Encino Hills Place

City, State, Zip:

Encino

Email:

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Before including your name, address, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

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Comments:

appear see

Attachment

*Apply same comments
to Van Nuys*

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Katrina Yodanis

Address:

3815 Encino Hills Place

City, State, Zip:

Encino, CA 91436

Email:

yodanis12@yahoo.com

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Before including your name, address, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

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Notes / Talking Points for

January 29, 2019 BUR Terminal Replacement Scoping Meeting

1. Impact Analysis

a. NEPA requires federal agencies to account for all reasonably foreseeable direct, indirect, and cumulative impacts of a proposed project. Here, the impact analysis must account for the reasonably foreseeable possibility that the replacement terminal — with its expanded amenities and increased efficiency — will result in increased departures and arrivals at BUR even if the number of terminal gates remains constant.

b. The impact analysis must use an appropriate baseline. In developing the baseline, the FAA should account for the fact that (i) the Metroplex NEPA analysis did not address the actual departure routes currently flown at BUR; and (ii) the number and routing of BUR departures remains in flux. Pre-Metroplex conditions therefore provide the most appropriate and equitable baseline against which to measure project impacts.

c. To accurately address the significant noise issues at BUR — which will be intensified by the new terminal and supporting infrastructure — the EIS must incorporate and address the following:

- Impacts on all noise-sensitive land uses, including schools, parks, open space, preserves, historic resources, and others.
- Unique topography, including, in particular, the hills and canyons south of the airport.
- Single-event noise measurements.
- California and federal noise metrics.
- The likelihood that aircraft will not adhere to published departure and arrival routes

d. NEPA requires federal agencies to address the cumulative impacts of their proposed projects together with other past, present, and reasonably foreseeable future actions. Here, the impacts of the terminal replacement project must be considered cumulatively with at least the following:

- The Metroplex project
- Changes to, and eventual closure of, SMO, including relocation of some SMO operations to other area facilities.
- Changes in operations and routes at VNY
- Proposed open SIDs for OROSZ 3 and SLAPP 2 at BUR

2. Alternatives and Mitigation

a. NEPA's implementing regulations require the FAA to "rigorously explore and objectively evaluate *all* reasonable alternatives," and state that this analysis must be "the heart" of the EIS. The regulations further provide that the alternatives evaluated should be based on the affected environment and the environmental consequences of the proposed action. Because noise is one of the most significant impacts at BUR, the FAA must make a good-faith effort to identify alternatives that would decrease noise impacts in surrounding communities. Those alternatives should include, but may not be limited to, the following:

- Alternatives involving time-of-day restrictions
- Alternatives involving changes to departure and/or arrival routes, including changes that would keep departures over the Highway 101 corridor
- Additional procedures allowing different take-off and landing configurations under certain meteorological circumstances
- Alternatives restoring pre-Metroplex routes

b. We understand that some alternatives may be outside the sole jurisdiction of the FAA. But that fact does not preclude their consideration in the EIS. On the contrary, NEPA requires the FAA to fully consider alternatives that may require planning and approval by other agencies.

c. An EIS must fully evaluate measures to help mitigate the potential impacts of a proposed project. Noise mitigation is especially important here.

Cumulative Future Impacts Directly Resulting From New Terminal:

- * It has already been determined by an independent analysis conducted by Landrum & Brown that the flight paths out of Burbank Airport (BUR) shifted south in a concentrated path over the hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains (Affected Areas). This change in flight track occurred without notice or environmental study.
- * The new Terminal will increase efficiency, leading to a greater number of flights and larger jets. The proposed "Replacement Terminal" at BUR will contribute significantly to increased cumulative impacts on the affected areas.
- * In their operations meeting on November 5, 2018, BUR estimated that the new terminal would cost \$1.24 billion, significantly increased from the originally estimated \$400 million. They proposed that they would be in "lockstep" with the airlines they serve in order to increase revenue to pay for the new heightened cost of the terminal. To increase revenue, they must increase capacity by bringing in more passengers on larger jets. Larger, heavier jets will make slower turns driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the affected areas.
- * The expansion of airside facilities such as the construction of a new 413,000 square foot aircraft ramp and the extension of Taxiway A and C will allow for improved operation efficiency and larger aircraft, thereby increasing cumulative impacts on the affected areas.

Other Cumulative Future Impacts:

- * The expansion must not be considered in a vacuum. It must be considered along with all other cumulative impacts such as the current, unauthorized procedures, proposed procedures, and nearby flight paths from Van Nuys Airport and other SoCal Metroplex Airports.
- * BUR proposed procedures SLAPP TWO and OROSZ THREE would make permanent the current, path that FAA/BUR began vectoring in March 2017, without notice or environmental study, over the affected areas.
- * Van Nuys Airport (VNY) has increased the number of departures by 35% since 2016 and has moved their path HARYS TWO south and east (with institution of waypoint PRRRY) to traverse the same portion of the Santa Monica Mountains that BUR currently impacts by vector and that the proposed procedures SLAPP TWO and OROSZ THREE will continue to impact.
- * Both BUR and VNY estimate a projected 15% increase per year in air traffic, which will contribute significantly to the current air noise over the affected areas.
- * Santa Monica Airport (SMO) shortened its runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the affected areas. SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the affected areas.

Health and Safety Impacts:

* The new, more efficient terminal will increase the already burdensome negative health and safety impacts from constant, low-flying jets over elevated terrain that degrade air quality and cause serious health problems including heart disease. It will also increase disruption to our schools.

Economic Impacts:

* The new, more efficient terminal will increase the economic loss already suffered by our local businesses and film industry. Home values have also been impacted and are on the decline.

Impacts to Protected 4(f) Parkland:

* The new, more efficient terminal will further degrade our public parklands – our quiet refuge from noisy city life. It will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited.

Construction Environmental Impacts:

* Residents near the airport and along the soil export route have grave concerns about vast amounts of contaminated soils traversing their neighborhoods, potentially exposing them to dangerous materials. Residents near the airport have concerns about the growth of the airport, as well as increased traffic, and air pollution from traffic.

Alternatives:

If BUR wants to build a new terminal, other alternatives must be considered such as:

* Stopping the export of noise and negative impacts to Los Angeles. Reroute the flights over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the air noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.

* Restore the historical 6-mile wide flight path, proven safe for decades.

* Consider multiple tracks and alternate tracks in ALL directions. We have witnessed successful northern departures by all jets, as well as eastern departures.

* Consider relocation of airport to less populated area.

Sincerely,



Mary Zakrasek
3729 Ventura Canyon Avenue
Sherman Oaks, CA

4. Public Comments from Individuals

The following individuals submitted written comments during the 30-day scoping comment period, excluding the comments from the workshops.

Heidi Abra
Natalie Adomian
Karen Ahearn
Michelle Allen
Michael Alti
Andros
Kathy Arnos
Rodolfo Artavia
Lucie & Chris Ayres
Craig B.
Robert Baer
Stephanie Baio
Steven Baio
Eden Banas
Ratzel Bander
William Beauter
Susan Schwartz Berton
Kimberly Biddle
Darin Birchler
Joelle Birnberg and Alexander Braunstein
Charles Boyd
Charles Boyd (separate letter)
Dana Boyd
Dana Boyd (separate letter)
Linda Branca
Jon Brouse
Patty Burnsle

Troy Carter
Linda Clarke
Linda Clarke (separate letter)
Daniel Cohen
Meredith Collier
Lynn Crosswaite
Roslyn Dahl
Daniel DeVincentis
William DeWitt III
Julia Doty
Kevin Doty
Max Eisenberg
Sherri Elkaim
Ayelet Feig
Rachel Feser
Michael Fields
Michele Florman and Steven Florman
Michele Florman
Andrea Francola
Alex Gary
Philip Gerson
Jean-Pierre Geuens
Catherine A. Gibbons
Jane Goe
Lisa Goldberg
Jon Gordon
Judy Gordon
Susan Graber
R. Greene
Clarisse and Doug Hamblin

Samantha and Colin Hanks
Melissa Hanson
Shelby Huston Haro
Diane Hart
Debra and Craig Harwin
Vicky Herman
James P. Higgins
Jim Houghton
Richard Hull
Richard Hull (separate letter)
Alex Intelligator
Seth Joel
Lorraine Johnson
Josh Justman
Francie Kaplan
Linda Chaman Katiraei
Doron Kauper
Doron Kauper (separate letter)
Rosemarie Thomas Kauper
Rose Kauper
Kevin Keegan, Julie Keegan, Olivia Keegan, Jessica Keegan
Kathy Kelada
David A. Kimball
David A. Kimball (separate letter)
Matt Labate
Diane Laney
Ken and Michelene Laski
Oliver Latsch and Paul Latsch
Elinor and Thomas Lenehen
Deirdre Lenihan

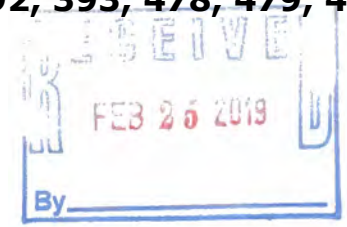
Gary Lewis
 J.D. Lobue
 Janet S. Loeb
 Marla London
 Deborah Lorenz
 Phyllis Lovit
 Roy S. Lyons
 Roy S. Lyons (separate letter)
 Eric McConnell
 Heidi MacKay
 Benjamin Marsh
 Donna Materna
 Tom Materna
 Tom Materna (separate letter)
 Jeanne McConnell
 Susan McGuire and Nicholas Stein
 Susan McGuire and Nicholas Stein (separate letter)
 Eric McLeod
 Eric McLeod (separate letter 1)
 Eric McLeod (separate letter 2)
 Eric McLeod (separate letter 3)
 Eric McLeod (separate letter 4)
 Eric McLeod (separate letter 5)
 Eric McLeod (separate letter 6)
 Eric McLeod (separate letter 7)
 Eric McLeod (separate letter 8)
 Jennifer Messer
 Stephanie Michels
 Louis Milito
 Jonathan, Hanna & Henry Milgrom

Sean Miller
Ray Neapolitan
Jessica Neyer
Mark Ormandy
Bud Ovrum
Renee Palyo
Todd Peart
Del Persinger
Leslie Poliak
Caroline Rankin
Charles Reed
Catherine Reisinger
L. Rittenberg
Eric Robinson
Jeff Rohde
Larry Rybacki
Dr. Dennis Saffro
Pamela Scharlach
Brent Schenk
Monique Schenk
Catherine Schick
Laura Scuticchio
Andrea and Michael Sher
Barbara Shore
Barbara Shore (separate letter)
Helene Shoval
Ron Shulem
Dennis & Annette Skinner
Jay Sonbolian
Leon Sturman

Jennifer Sunderland
Julie Sweeney
Geraldine Symon
Kristen Tarnol
Talin Tenley
Eric Theiss
Rosemarie Thomas
Shant & Selina Thomasian
Melish Thompson
Leah Tighe
Rachel Tobias
John Van Tongeren
John Van Tongeren (separate letter 1)
John Van Tongeren (separate letter 2)
Cindy Ware
Kenneth Weatherwax
Renee Weber
Matthew Yedlin
Guido Zwicker

Copies of these comments are provided on the following pages.

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245



To the FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

It's difficult to describe just how devastating these new flight paths have been to our lives. The jets fly directly over my home at very low altitudes, a home that is in no way built to withstand the noise and thunderous shaking from the constant barrage of jets. There is never a day off from the noise. Last Thanksgiving, Christmas, New Years Day, all lovely holidays that were nightmares for our family. Jets arriving directly over our home into Burbank Airport every couple of minutes apart at 1,600 feet altitude. We live in the hills, so that places the jets 1,000 feet above our heads.

We now cannot sleep through the night, the jets start by 6am and don't end until past 11pm, and there are still jets throughout the night. We can't open our windows or sit outside to enjoy the nice weather on our patio. The anxiety and stress we are feeling is affecting every area of our lives and health. My 76-year-old mother lives next door to me and is devastated that her quiet beautiful yard she has cultivated to enjoy in her retirement is now a living hell of jet noise.

Let me be clear, we are not talking about the occasional jet over head; we are talking about a barrage of jets every 2 minutes directly over our home. 17 hours a day, 365 days a year. No holiday breaks, no weekend breaks, its NEVER ENDING. I have attached a small sample of Arrivals over my home so you can see how long and how close these jets are. Try to imagine this happening over your home, over the home of your loved ones. It's DEVESATING. WE DID NOT MOVE NEAR THE AIRPORT, THE AIRPORT MOVED OVER US! NOT ACCEPATBLE!

When I invested in my neighborhood 10 years ago, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by

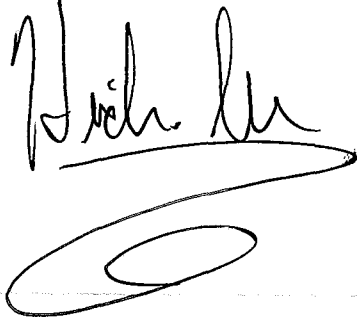
hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles.

The FAA must move the paths before proceeding with the replacement terminal!

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Heidi Abra
11365 Sunshine Terrace
Studio City, CA 91604

A handwritten signature in black ink, appearing to read 'Heidi Abra', with a large, stylized flourish underneath.

This is a small sample of flights over my home in Studio City. An area that had zero air traffic. Please note how low + close these jets are. I live in the hills, so they are 1,000 feet closer to my house than the Alt. shown. FROM Airnoise.

Click a button below to file a complaint.



Complaints (5 most recent)

Status	Date/Time	Airport	Type	Operator	Flight	A/C Type	Operation	Dist (mi) / Alt (ft)
SENT	February 06, 2019 20:25	KBUR	Commercial	Southwest Airlines	SWA1460	B738	Arrival	<u>0.3 / 1925</u>
SENT	February 06, 2019 20:23	KBUR	Commercial	Alaska Airlines	SKW3349	E170	Arrival	<u>0.19 / 1800</u>
SENT	February 06, 2019 20:16	KBUR	Commercial	Southwest Airlines	SWA790	B738	Arrival	<u>0.27 / 1875</u>
SENT	February 06, 2019 20:10	KBUR	Commercial		SWA1396	B737	Arrival	<u>0.65 / 2000</u>
SENT	February 06, 2019 19:55	KBUR	Commercial	Southwest Airlines	SWA1363	B737	Arrival	<u>4.11 / 1000</u>

Heidi Abra
11365 Sunshine Terrace
Studio City, CA 91604

SENT	February 06, 2019 20:16	KBUR	Commercial	SWA790	N8689C	Arrival	<u>0.27 / 1875</u>
SENT	February 06, 2019 20:10	KBUR	Commercial	SWA1396		Arrival	<u>0.65 / 2000</u>
SENT	February 06, 2019 19:55	KBUR	Commercial	SWA1363	N498WN	Arrival	4.11 / 1000
SENT	February 06, 2019 19:45	KBUR	Helicopter	N661PD	N661PD	Unknown	4.77 / 1050
SENT	February 06, 2019 19:40	KBUR	Commercial	SWA498	N770SA	Arrival	<u>0.16 / 1850</u>
	February 06, 2019 19:31	KBUR	Commercial				
SENT	February 06, 2019 19:30	KBUR	Commercial		N661FE	Departure	4.88 / 925
SENT	February 06, 2019 19:26	KBUR	Commercial	SKW5233	N915SW	Arrival	<u>0.29 / 2000</u>
	February 06, 2019 19:21	KBUR	Commercial				
SENT	February 06, 2019 19:09	KBUR	General Aviation	N73262	N73262	Unknown	1.98 / 1625
SENT	February 06, 2019 19:06	KBUR	General Aviation	N811FS		Arrival	<u>0.7 / 1700</u>
SENT	February 06, 2019 19:03	KBUR	Commercial	SWA626		Arrival	<u>0.34 / 2000</u>
SENT	February 06, 2019 19:01	KBUR	Business Aviation	N100ES	N100ES	Arrival	<u>0.14 / 2200</u>
SENT	February 06, 2019 18:58	KBUR	Commercial	JBU2358	N607JB	Departure	0.81 / 3350
SENT	February 06, 2019 18:48	KBUR	Commercial	SKW5318	N465SW	Arrival	<u>0.27 / 1900</u>
SENT	February 06, 2019 17:52	KBUR	Commercial	JSX174	N253JX	Arrival	<u>0.35 / 1600</u>
SENT	February 06, 2019 17:50	KBUR	Commercial	CFSS7693	N919FX	Unknown	3.52 / 6800
SENT	February 06, 2019 17:47	KBUR	General Aviation	PCM7694	N744FX	Arrival	3.28 / 6700
SENT	February 06, 2019 17:45	KBUR	Helicopter	N221LA	N221LA	Unknown	<u>0.24 / 1200</u>

	February 06, 2019 17:12	KBUR	Business Aviation	N76RP	N76RP	Arrival	<u>0.39 / 1900</u>
	February 06, 2019 17:10	KBUR	Commercial	SWA2143	N7827A	Arrival	<u>0.25 / 1875</u>
	February 06, 2019 17:06	KBUR	Commercial	SWA483	N929WN	Arrival	<u>0.23 / 1850</u>
	February 06, 2019 16:34	KBUR	Commercial	FDX3154	N657FE	Arrival	<u>0.14 / 1925</u>
	February 06, 2019 16:30	KBUR	Business Aviation	N2N	N2N	Arrival	<u>0.42 / 2000</u>
	February 06, 2019 16:15	KBUR	Commercial	SKW5342	N466SW	Arrival	<u>0.25 / 2125</u>
	February 06, 2019 16:12	KBUR	Commercial	SWA509	N244WN	Arrival	<u>0.19 / 1950</u>
	February 06, 2019 16:10	KBUR	General Aviation	N739YZ	N739YZ	Unknown	4.34 / 1800
	February 06, 2019 16:07	KBUR	Commercial	SWA2056	N714CB	Arrival	<u>0.19 / 1925</u>
	February 06, 2019 16:02	KBUR	Commercial	SKW4167	N258SY	Arrival	<u>0.22 / 1975</u>
	February 06, 2019 15:56	KBUR	Business Aviation	N156XL	N156XL	Arrival	<u>0.34 / 2325</u>
	February 06, 2019 15:53	KBUR	Commercial	ASH5972	N925FJ	Arrival	<u>0.14 / 2050</u>
	February 06, 2019 15:51	KBUR	Commercial	SWA1817	N227WN	Arrival	<u>0.98 / 2300</u>
	February 06, 2019 15:36	KBUR	Business Aviation	EJA372P	N372QS	Arrival	<u>0.17 / 2400</u>
	February 06, 2019 15:22	KBUR	Commercial	SWA801	N769SW	Arrival	<u>0.18 / 1875</u>
	February 06, 2019 15:02	KBUR	Commercial	JSX178	N254JX	Arrival	<u>0.25 / 1925</u>
	February 06, 2019 14:58	KBUR	Commercial	SWA1971	N968WN	Arrival	<u>0.21 / 2125</u>
	February 06, 2019 14:51	KBUR	Helicopter	01172167	10-72167	Unknown	3.9 / 1100
	February 06, 2019 14:48	KBUR	Helicopter	N913WB	N913WB	Unknown	1.16 / 900

https://www.airnoise.io/airnoise_complaints/1437021?user_id=1799 in a new tab

SENT	February 06, 2019 14:39	KVNY	Business Aviation	NSH605		Arrival	1.38 / 3600
SENT	February 06, 2019 14:33	KBUR	Commercial	ASA1148	N283VA	Arrival	<u>0.18 / 1875</u>
SENT	February 06, 2019 14:23	KVNY	Unknown	N433AK		Departure	0.83 / 1900
SENT	February 06, 2019 12:22	KBUR	Commercial	SWA2233	N8517F	Arrival	<u>0.17 / 2150</u>
SENT	February 06, 2019 12:16	KBUR	Commercial	SWA1987	N7728D	Arrival	<u>1.01 / 1375</u>
SENT	February 06, 2019 12:12	KBUR	Commercial	SWA663	N443WN	Arrival	<u>0.27 / 1975</u>
SENT	February 06, 2019 12:00	KBUR	Helicopter	N556SH	N556SH	Arrival	4.52 / 775
SENT	February 06, 2019 11:54	KBUR	Commercial	SKW3442	N193SY	Arrival	<u>0.2 / 1600</u>
SENT	February 06, 2019 11:30	KBUR	Commercial	SWA756	N400WN	Arrival	<u>0.29 / 1900</u>
SENT	February 06, 2019 11:27	KBUR	Commercial	SWA4510	N928WN	Arrival	<u>0.25 / 1850</u>
SENT	February 06, 2019 10:56	KBUR	Commercial	SWA1912	N293WN	Arrival	<u>0.06 / 1925</u>
SENT	February 06, 2019 10:41	KBUR	Commercial	ASA1578	N642VA	Arrival	<u>0.19 / 1825</u>
SENT	February 06, 2019 10:27	KBUR	Commercial	SWA153	N555LV	Arrival	<u>0.21 / 1950</u>
SENT	February 06, 2019 10:14	KBUR	Commercial		N701GS	Arrival	<u>0.08 / 1900</u>
SENT	February 06, 2019 10:12	KBUR	Helicopter	N704WP	N704WP	Departure	2.15 / 1400
SENT	February 06, 2019 10:09	KBUR	Business Aviation	EJA111	N111QS	Arrival	1.27 / 2300
SENT	February 06, 2019 10:06	KBUR	Commercial	JSX180	N735TS	Arrival	<u>0.61 / 2275</u>
SENT	February 06, 2019 09:48	KBUR	Business Aviation	N65U	N65U	Unknown	1.75 / 5200
SENT	February 06, 2019 09:43	KBUR	Commercial	SKW4164	N251SY	Arrival	<u>0.22 / 1875</u>

WZ HHR A CA-US LAX		TRK# 7857 7599 7540 0201	MON - 04 MAR 10:30A PRIORITY OVERNIGHT DSR	EL SEGUNDO CA 90245 REF: 15901445-000001, 003325 DEPT:	TO DAVID CUSHING L.A. AIRPORTS DISTRICT OFFICE 777 S AVIATION BLVD EL SEGUNDO CA 90245 NV (424) 405-7266	ORIGIN: JCCA (415) 267-4000 MATTHEW ADAMS DENTONS US LLP ONE MARKET PLAZA SPEAR TOWER, 24TH FLOOR SAN FRANCISCO CA 94105 UNITED STATES US	SHIP DATE: 01MAR19 ACTWGT: 0.50 LB CAD: 112088696WMSX3200 BILL SENDER
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565J2QE3DQ3AD

FOLD on this line and place in shipping pouch with bar code and delivery address visible

1. Fold the first printed page in half and use as the shipping label.
2. Place the label in a waybill pouch and affix it to your shipment so that the barcode portion of the label can be read and scanned.
3. Keep the second page as a receipt for your records. The receipt contains the terms and conditions of shipping and information useful for tracking your package.

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To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

To whom it may concern:

I oppose the expansion/increase of flights and change of flight pattern of the Burbank airport. At some point the quality of our lives and health needs to be considered. Pollution from the planes is hazardous. Unless you require alternative forms of fuel for planes there should be no expansion. There is no point in CA increasing restrictions on gas powered vehicles, lawnmowers and blowers and industrial businesses but then allowing increased pollutions to fall from the skies right on top of us. What game is being played here? Clearly you don't care about our health or this increase in flights and change of flight pattern would not even be a consideration. Sometimes you just have to do the right thing and object to something that may result in more money for the city or more convenience for travel. It's a balancing test that in this instance tips in favor of human health. Please stop the growth and flight patterns.

Thank you for your consideration to this matter.

Sincerely,

Natalie Adomian

January 28, 2019

Mr. David F. Cushing, Manager
Los Angeles Airports District Office, LAX-600
El Segundo, CA 90245

Submitted via Uproarla.org

Dear Mr. Cushing:

Thank you for this opportunity to comment on Burbank Airport's proposed expansion. Any expansion of Burbank Airport would be grossly inappropriate at this time.

As you are certainly aware, within the past year, Burbank Airport has implemented two amendments to the departure routes out of its airport: SLAPP TWO and OROSZ THREE. These two departure routes, as amended, send flights at extremely low altitudes (less than one mile above land) far to the south of the airport. These departure routes were recklessly implemented without a full environmental assessment and without any investigation into Burbank Airport's noise impact area.

By utilizing these arbitrary and capricious new departure routes, Burbank Airport places children, protected lands and residents in harm's way no less than 185 times per day. Astonishingly, Burbank Airport sends approximately 185 flights per day at extremely low altitudes over Bridges Academy, Carpenter Community Charter, Harvard-Westlake School, Walter Reed Middle School and The Buckley School.

Burbank Airport vectors these same 185 flights over the protected Santa Monica Mountains Recreation Area, the largest urban national park in the United States. The Santa Monica Mountains Recreation Area preserves one of the best examples of a Mediterranean climate ecosystem in the world and protects one of the highest densities of archaeological resources in any mountain range in the world. Yet, Burbank Airport aims to destroy this precious resource by effectively using it as an extended runway.

As if that were not enough, Burbank Airport is also devastating communities. I live more than six miles southwest of Burbank Airport. After enduring the relentless sound of over 200 planes yesterday, I was awakened from a sound sleep at 12:03 this morning. Merely six hours later, the commercial planes roared overhead, and I logged complaints this morning at 6:31, 6:56, 7:09, 7:12, 7:14, 7:17, 7:20, 7:22, 7:23, 7:24, 7:28, 7:29, 7:30, 7:31, 7:37, 7:46, 8:02, 8:06, 8:21, 8:33, 8:37, 8:53, 9:01, 9:02, 9:04, 9:05, 9:07, 9:08, 9:12, 9:17, 9:22, 9:23, 9:26, and 9:28. At that point, and in order to avoid a panic attack from the unrelenting plane noise, I was forced to leave my home to escape the sound. I have not been able to sleep through the night in months due to the steady stream of low flying planes from Burbank Airport despite having an insulated home with dual pane windows and sleeping with two fans running and using earplugs.

Burbank Airport is surrounded by industrial areas and highways to the north, south, east and west. Burbank Airport could easily maximize its proximity to natural noise corridors and mitigate air noise by directing planes over the highway system as it did for decades. It chooses, instead, to harass children in schools so that they cannot learn, bombard protected lands until they are destroyed and plague its neighbors with the transmission of cancer and asthma. Burbank Airport is actively damaging communities by decreasing property value and retail/commercial revenues.

It is incumbent upon Burbank Airport to actively assess the numerous adverse impacts of SLAPP TWO and OROSZ THREE and take corrective actions. Only after these corrective actions are implemented can members of the public make an informed assessment of the impact of Burbank Airport's proposed expansion. Until that time, Burbank Airport should be treated like a cancer upon the San Fernando Valley, and the growth of the Burbank Airport must be treated like the growth of a disease.

Sincerely,
Karen Ahearn

Michelle Allen
3620 Goodland Drive
Studio City, CA 91604

February 21, 2019

Mr. David Cushing
Manager, Los Angeles Airport District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear Mr. Cushing

The NextGen noise is out of control and awful for this valley community. The new proposed procedures (waypoints) have not been instituted yet and I beg you, I beg you Mr. Cushing to please look over these proposed procedures that are affecting my life and my family and this community in the most negative way. The proposed NEW Expanded Terminal will make everything worse! The Terminal should not be approved until the current flight path is changed and the proposed procedures and waypoints are moved away from the Santa Monica Mountains.

This new "vectored path" that shifted over my home and the community of Studio City and Sherman Oaks in March of 2017 was done without notice or environmental study. The air traffic has been mounting with almost two hundred aircraft flying directly over my home daily from Burbank Airport (not including the 60 more from Van Nuys Airport). They fly so low now that often I can see the numbers on the tail of the aircraft. This community is SUFFERING. We are suffering as the airport terminal departures and arrivals have moved over our heads 24 hours a day. We do not live in Burbank. We live away from the airports – *but the air traffic was moved*. The new, expanded terminal, adding new flights and more operations cannot be approved. It just can't. **I beg you to oppose this Burbank terminal.**

I live in the hills of Studio City backed up into the Santa Monica Mountains at 880-foot elevation. I live eight miles from Burbank Airport and seven miles from Van Nuys Airport - When we bought this home 17 years ago there was an occasional airplane flying near our home, now I log over 480 complaints per week (2,487 last month). My husband works part time out of the home and I work part time out of my home. The onslaught is driving us both mad. The superhighway over our heads is relentless - *we don't even get to sleep through the night thanks to the departures during curfew, lately I am lucky to sleep in until a 5:30 departure. This is torture to not be able to sleep in your own home.*

During the day the flights take off every two minutes. They are loud. Sometimes the aircraft fly so low over my home that my 12-year-old son watches the pictures on his wall shake. Please, please find alternatives to this New Terminal and do not make these proposed procedures permanent on April 25. Please, please. I cannot afford to move.

We did not buy our home near an airport. The airport moved over our heads.

If this were an occasional flyover I wouldn't be writing you (I have called and emailed thousands of times and get the same enraging form letter). There is no break from the noise. There are aircraft going over my house after midnight, and before the sun comes up. There's no break to recover from the onslaught. I do not have time during the day to make up for lost sleep (and couldn't because the onslaught continues all day long), therefore my work suffers, my parenting suffers, my sleep suffers, my life suffers and I'm under extra stress due to my lack of sleep. The unauthorized flight path that shifted over the Santa Monica Mountains are taking years off my life and are actually killing me and my family - we have more noise and cannot sleep, there is exhaust I can see falling from the tail of the relentless jets every two minutes during

the day. If the waypoints are approved, it will make this flight path permanent. The New Terminal, with its increased efficiency and operations, will make it worse and I can't even imagine it getting worse than it is now.

Please make this stop.

The NEXTGEN is not working. For myself. For this community. For the children who have to stop learning because they cannot hear their teachers over the roar of the aircraft every TWO MINUTES.

Why did the wide departure and arrival pattern change? Why are you flying lower and louder and concentrated over canyons that echo? The old pattern of departure and arrivals were working for the 16 years I have lived and paid taxes in Studio City? Why divert flights over a mountain range that is a tinder box for 10 months out of the year – I have video of aircraft that look like they are about to fly into my home (I am happy to email you this footage if you would like). It is just a matter of time until one of your low flying commercial jets or private jets flies into the hillside and burns most of Los Angeles to the ground.

How are flights even allowed during curfew? Why are they not fined?

Here is a random sampling of my morning disruptions during the past few weeks. Why don't you fine them? At 880-foot elevation, the planes are even terrifyingly closer.

Here is a typical morning for me before curfew...

06:00 am	Business Aviation	1990 CESSNA 560	LALOS FLIGHT LC - MCALLEN, TX	N810BE	1.07	5375
06:28 am	Commercial	FAIRCHILD SA227- AC	UAS TRANSERVICES INC - BOCA...	AMF1935	5.0	500
06:29 am	Business Aviation	2008 CESSNA 680	NetJets	EJA306	4.8	1500
06:35 am	General Aviation	---	---	N811FS	1.57	4600
06:44 am	Business Aviation	LEARJET INC 25	KALITTA CHARTERS LLC - YPSI...	USC24	0.3	5400
06:49 am	Business Aviation	1998 CANADAIR LTD CL-600-2B16	SSC ENTERPRISES LLC - CAMAR...	N80DX	2.43	6225
06:51 am	Business Aviation	Gulfstream Aerospace G650	Air Kaitar LLC	N13MS	0.4	8550
06:56 am	Business Aviation	1991 CANADAIR LTD CL-600-2B16	JASMINE AVIATION LLC - LEWE...	WWI61	0.64	4900

Here is a typical morning over my head and the heads of children at Carpenter Elementary School..

11:13 am	Commercial	Embraer EMB-175 200LR	Alaska Airlines	QXE2856	1.79	3825
11:17	Commercial	2000 BOEING 737-7H4	Southwest Airlines	SWA2163	0.58	3425

am

11:18 am	Commercial	Embraer ERJ-135 LR	JetSuiteX	JSX105	0.36	4425
11:19 am	Commercial	2004 BOMBARDIER INC CL-600-2B19	WELLS FARGO BANK NORTHWEST ...	SKW325X	2.93	2900
11:24 am	Commercial	2004 BOEING 737-7H4	Southwest Airlines	SWA757	2.33	4325
11:39 am	Commercial	2004 BOEING 737-7H4	Southwest Airlines	SWA471	0.17	3800
11:41 am	Commercial	2006 BOEING 737-7H4	Southwest Airlines	SWA153	0.17	3500
11:45 am	Business Aviation	Textron Aviation Citation Latitude	NetJets	EJA567	0.15	7200

Here are some examples of airplanes flying over my head and my new alarm clock called he FAA - WHY ARE DEPARTURES BEING ALLOWED IN THE MIDDLE OF THE NIGHT ????

03:35 am	Business Aviation	1999 GULFSTREAM AEROSPACE G-V	CANAL AIR LLC - DANBURY, CT	N767FL	1.49	4475
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05:43 am	Business Aviation	2014 EMBRAER EXECUTIVE AIRCRAFT INC EMB-505	FLIGHT OPTIONS LLC SUMMIT M...	OPT358	0.33	5125
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04:06 am	Business Aviation	KBUR	2000 GULFSTREAM AEROSPACE G- V	IRONGATE AIR LLC - LOS ANGE...	1.52	5200
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I am more than happy to supply the dates for you, happy to show you video and pictures of aircraft flying directly over my home or flying just over the Santa Monica Mountain in which I live.

I am begging you to stop the New Terminal until the flight paths are moved out of the Santa Monica Mountains.

These flight paths, the proposed procedures and the New Terminal are not supported in this community.

Very Truly Yours,

Michelle Allen
Michelle.Allen@me.com

COMMUNITY LEGAL ADVISORS INC.
509 N. COAST HIGHWAY
OCEANSIDE, CA 92054

CERTIFIED MAIL®



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Federal Aviation Administration
c/o Mr. David F. Cushing, Manager
Los Angeles Airports District Office, LA
777 S. Aviation Blvd., Suite 150
El Segundo CA 90245-4806



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Mark T. Guithues, Esq.
Edward W. Burns, Esq.
Michael J. Alt, Esq.
Mark Allen Wilson, Esq.
www.attorneyforhoa.com



Please Respond To: *Oceanside Office*

February 26, 2019

Federal Aviation Administration
c/o Mr. David F. Cushing, Manager
Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245

Re: Burbank Airport Commerce Center Owners Association
Comments on Notice of Intent to Prepare an EIS for the Burbank Airport Terminal
Replacement Project
File No. 4324

Dear Mr. Cushing:

Community Legal Advisors Inc. represents the Burbank Airport Commerce Center Owners Association (the "Association"). We appreciate the opportunity to comment as part of the scoping process for the Environmental Impact Statement ("EIS") for the proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport ("Proposed Action"). To the extent possible based on the information contained on the bobhopeairporteis.com website maintained by the lead agency Federal Aviation Administration ("FAA"), our concerns about the Proposed Action and the scope of the EIS are discussed below.

Description of the Association. The Association is a commercial common interest development comprising property located immediately north of Bob Hope Airport ("Airport"), just east of the existing runway, northwest of the intersection of Lockheed Drive and Cohasset Drive, and south of San Fernando Road. The Association consists of 20 small and large businesses that contribute significantly to the local economy as well as the California economy. The Association and these businesses have been located in this area for many years, and play a vital role.

Description of the Project. According to the FAA's website, the Proposed Action includes replacement of the existing 14-gate passenger terminal in the southeast quadrant of the Airport with a new 14-gate terminal in the northeast quadrant of the Airport, just south of the Association. The Proposed Action includes improvements that would be located directly across the street from the Association including (1) a replacement airline cargo building, (2) a new ground service equipment maintenance building, and (3) a new electric substation. The Proposed Action also includes a new employee parking structure and a new structured public parking building, both of which would be located very close to the Association.

Further, the Proposed Action includes construction of a new passenger terminal access road, with a proposed extension of Cohasset Street to provide a secondary point of access to the Airport. As noted above, the Association is located northwest of the intersection of Lockheed Drive and Cohasset Street. Thus, the extension of Cohasset Street, in addition to the other proposed structures, will clearly impact the Association and its member businesses.

Potential Environmental Impacts. The Association is concerned about numerous potential impacts from the Proposed Action. The EIS must fully address and evaluate impacts from the Proposed Action on the Association (and other properties) including, without limitation:

- Traffic impacts (including construction traffic and traffic resulting from the proposed extension of Cohasset Street and the operation of the new terminal and new structures);
- Noise and vibration impacts (both from construction activities and from the occupancy and use of the replacement terminal and other structures, as well as from traffic arising from the extension of Cohasset Street and secondary Airport access);
- Short-term and long-term air quality impacts, including, without limitation, impacts from construction activities, dust emissions, toxic air contaminants, objectionable odors, and cancer-causing materials;
- The presence of hazardous materials as well as airport operation hazards;
- Land use (including whether the Proposed Action will disturb or divide the property in the Association); and
- Visual effects on the Association (from construction activities as well as the proposed structures and proposed secondary Airport access road).

In particular, with respect to traffic, the EIS must address and evaluate the following issues and impacts:

- (1) Direct parking and traffic impacts on the Association from the construction and operation of the secondary terminal access road and the extension of Cohasset Street, and how those impacts will be mitigated through specific, effective measures (beyond simple signage) without imposing any financial burden on the Association (*a particular concern is whether Airport users will try to park along Lockheed Drive, Cohasset Street, and the Association's private parking areas, thereby impairing the Association's parking resources*),
- (2) Analysis of traffic impacts on the intersection of Cohasset Street and Lockheed Drive, along with impacts on the level of service of both of those roads,
- (3) Analysis of traffic impacts on the intersection of San Fernando Boulevard and Cohasset Street in light of the proposed secondary access road from Cohasset Street,
- (4) Analysis of the impacts on the intersection of Lockheed Drive with San Fernando Road in light of the proposed secondary access road for the Airport (a particular concern is whether visitors to the airport will use Lockheed Drive to access the Airport, not just Cohasset Street), and
- (5) Whether Airport construction workers will be prohibited from parking on Cohasset Street, Lockheed Drive, and the Association's private parking areas.

Conclusion. The Association's location across the street from the Airport positions it to be uniquely impacted by the Proposed Action, particularly because of the long-term construction activities and the proposed secondary terminal access road. In case you are not aware, when the City Council of Burbank considered the replacement terminal project on July 26, 2016, it specifically added a new condition of approval that the Construction Management Plan for the project "shall include reasonable provisions for the protection of the Burbank Airport Commerce Center Owners Association." The EIS must thoroughly evaluate and mitigate the impacts of the Proposed Action on the Association and its member businesses.

Please keep us on your notification list with respect to the EIS and any upcoming meetings. For notification purposes, my email is michael@attorneyforhoa.com.

Very truly yours,

COMMUNITY LEGAL ADVISORS INC.

Michael

Michael J. Alt, Esq.



COMMENT FORM

**Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project
Environmental Impact Statement**

Public Scoping Workshop - Comment Form



The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport.

Comments:

SEE ATTACHED

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: ANDROS
 Address: 4744 CAHUENGA BLVD
 City, State, Zip: TOLUCA LAKE, CA. 91602
 Email: gmandvos@aol.com

Comments on the scope of the EIS will be accepted through 5:00 PM PST on March 1, 2019.

Before including your name, address, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Written comments may be mailed to: Mr. David F. Cushing, Manager, Los Angeles Airports District Office - LAX-600, 777 S. Aviation Boulevard, Suite 150, El Segundo, California 90245.

We have lived in the San Fernando Valley for over 40 years. We consider the Bob Hope "Hollywood Burbank" airport, on the whole, an asset although it has undergone some important changes that has made it a better neighbor.

Notably, the noise of the planes has become less intrusive thanks to quieter engines. Once upon a time, conversation was impossible when a plane was passing overhead. We also appreciate the rotating flight patterns that "share" the noise throughout the area. We cannot speak for the areas that are closer to the terminal runways and are exposed to flights with far greater takeoff and landing noise levels.

We certainly hope that the curfew will continue to guarantee no 24/7 flights and that the current 7am to 10 pm schedule will prevail. We are also wondering if any more carriers will be welcome at the airport. Would that increase the demand and frequency of flights? As you suggest in your talking points, if more carriers are added, there could be conflicts with departure and arrival routes. Will the closure of SMO add to this density?

Everyone's worst nightmare is a collision over this densely populated area. With the introduction of drones, this possibility has increased even though flying them near an airport is illegal. Bad things happen and there is no shortage of bad people to make that a certainty. What sort of security will be installed to safe guard the airport skies? We also worry about the small planes that are based at the Van Nuys airport some of which are prop planes and generally fly lower (they also tend to be noisier). Will

Santa Monica be sending some of its planes in our direction to add to the mix?

Will the take off and landings still be primarily over the SFV due to the Verdugo mountains east/south of the airport? That has been a festering wound with the areas of Glendale and Pasadena being opted out of the overhead traffic due to topography.

We rarely use the airport ourselves. We have family who live in the Bay area...notably Oakland and San Carlos and they fly via Burbank to visit us on a monthly basis. This is a convenience we all appreciate. We hope that we will not live to regret it if greed gets in the way of sensible growth.

ANDROS

From: **Kathy Arnos** <wholeplanetproductions@yahoo.com>
Date: Sun, Jan 27, 2019 at 9:32 PM
Subject: Complaint of Air Traffic Noise - health and environmental impact
To: UproarLA@gmail.com <UproarLA@gmail.com>

Dear FAA,

I have lived in the valley for over 30 years and when I first moved here there were maybe 4-6 planes landing a day through the corridor that runs west to east between Vanowen and Sherman Way. Today sometimes there are 4-6 planes every ten minutes. They used to stop by 8:00 p.m. and start again at 6:00 a.m. Today there are planes still landing well into the midnight hour, and the massive freight planes (UPS & FedEx) usually start between 4:00-4:30 a.m. This is unacceptable! When they changed the shared flight route for the landing, I went and expressed my concerns and felt very alone because not too many people knew about the change that was coming. The last sounds I hear as I am trying to go to sleep is airplane noise and it's the first thing in the morning ... usually waking me up at 4:30.

With the new proposed takeoff route my house is now not only affected by the landing noise and pollution but now I am directly under the takeoff pattern. I (my neighborhood) am getting a double dose of both. My nervous system is on overwhelm from both the landing and taking off of planes now.

So when I heard that the Bob Hope Burbank airport is now also working on expanding the airport, I am horrified at the prospect of there being even more air traffic flying overhead and landing throughout the day and night. This is unhealthy for all of us - both emotionally, as well as physically. Whether people are aware of it or not, this constant (usually tuned out) noise chips away at our nervous systems, our quality of sleep, and impacts our lungs and heart health. This puts especially our youth at higher risk for health problems as there are many schools now being impacted as well. The exhaust from jet fuel has been linked to many health-related issues. Our property values are being strongly affected by the airport's flight traffic as well as the environmental impact on the wildlife and animals over the Santa Monica mountain range.

I also realized that since they changed the landing flight pattern I have developed a tremor in my body, which may or may not be related to my exposure to jet fuel exhaust, or impaired sleep patterns? Who knows? However, as an investigative health and environmental writer, based on several of the studies I found, I believe there could be a link because I only developed it with the increase of air traffic over my house. In any event, I am really upset and have been for years. The residents of the San Fernando Valley deserve the quality of life we signed up for when we purchased our homes: a safe place that offered us a QUIET, healthful and sustainable environment for our families and wildlife. Enough is enough!

Respectfully,

Kathy Arnos
Van Nuys, CA

Kathy Arnos
Editor/Host/Producer
Eco Family News
Whole Planet Productions, Inc.
Marketing/Public Relations/Special Events
<http://ecofamilynews.blogspot.com>
www.wholeplanetproductions.com

Cell 323-540-8339

FROM THE DESK OF

RODOLFO ARTAVIA

February 28, 2019
Mr David F. Cushing
Manager, Los Angeles Airports
District Office, LAX 600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/ Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. It is horrible for our health and our children's health. It is destroying our wildlife and polluting our environment. I practice meditation and the noise alone makes it impossible to focus with all those planes every 2 minutes. Help us stop this insanity. When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that

FROM THE DESK OF

RODOLFO ARTAVIA

remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely yours,

Rodolfo Artavia

5231 Norwich ave.

Sherman oaks Ca , 91411

Ayres Family

3684 Buena Park Drive
Studio City, CA 91604

February 19, 2019

Mr. David F. Cushing

Manager, Los Angeles Airports District Office, LAX-600

777 S. Aviation Blvd, Suite 150

El Segundo, CA 90245

Dear FAA/Burbank Airport Officials

We strongly oppose the proposed expanded terminal project at Burbank Airport.

We live in Studio City and are one of many families suffering under the flight paths that were changed in early 2017 without notice or environmental study.

The flight paths have seriously disrupted our lives and our work; our children are exposed to unnecessary amounts of fumes from airplanes flying low over their school and we have yet to work from our office, also in Studio City where we don't feel like at least one plane is going to crash next door.

The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.



Ayres Family

3684 Buena Park Drive
Studio City, CA 91604

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Lucie & Chris Ayres
3684 Buena Park Drive
Studio City CA 91604

From: <afi10s@aol.com>
Date: Monday, January 28, 2019
Subject: I am OPPOSED to the Burbank flight expansion! Please submit!
To: UproarLA@gmail.com
Cc: afi10s@aol.com

**Dear UproarLA,
Please submit on my behalf.**

Dear FAA and Burbank Airport,

I am **OPPOSED** to the Burbank Airport expansion unless the current flight paths **CHANGE**.

You have DESTROYED our once quiet and peaceful Studio City/ Sherman Oaks and Encino neighborhoods with the new take off flight patterns!
The noise level is unacceptable and our HEALTH is compromised from the constant low flying jet emissions!

PLEASE CHANGE THE FLIGHT PATTERNS IMMEDIATELY OR NO EXPANSION!

Thank you,
Craig B.

February 28, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

The recent uptick in the plane traffic has made living and working in my home UNBEARABLE. I used to be able to work in my back yard and now my clients ask me if I am at the airport. It has NEVER been this bad. I can't even take calls in my home anymore. There are also many public and private schools I'm sure these jets negatively impact.

We live over 6 miles from the airport and yet feel that we are right next door! An occasional jet overhead is fine. BUT SHARE THE BURDEN WITH OTHER VALLEY RESIDENTS – WE DON'T NEED A SUPERHIGHWAY OVER OUR HEADS - I'm sure the planes can take off and turn in a more scattered manner.

I am a Realtor and these new routes DEFINITELY WILL HAVE A NEGATIVE IMPACT ON PROPERTY VALUES. I CERTAINLY WOULD NOT HAVE PURCHASED MY HOME IF THE AIR TRAFFIC WAS AS BAD AS IT IS NOW – ENOUGH!

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion

because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robert Baer', with a long horizontal line extending to the right.

Robert Baer

4652 Laurelgrove Ave.

Studio City, CA 91604

February 26, 2019

Mr. David Cushing

Manager, Los Angeles Airport District Office, LAX-600

777 S. Aviation Blvd, Suite 150

El Segundo, CA 90245

Dear Mr. Cushing,

Many years ago I lived near the Burbank airport. Because I lived so close I was very aware of the noise factor but because at the time this was my only affordable option I endured the noise. When I purchased the Burbank home I had to sign a disclosure which clearly stated that my new house was in the flight path of the Burbank airport. Life was fine until the number of flights that flew overhead increased so I chose to leave Burbank.

My husband and I searched for many months and we finally found a home in a quiet neighborhood in the hills Studio City south of Ventura Boulevard with no air traffic. We found peace and quiet in beautiful Studio City. All this changed when NextGen shifted a flight path over our neighborhood.

In early 2017 our quiet haven was bombarded with low flying jets making it impossible to enjoy the outdoors. We experienced so many planes that we cannot hear ourselves think let alone watch TV without having to increase the volume. Because of these low flying loud jets our front porch constantly has a film of dirt on it. Our patio furniture needs cleaning daily. Our cars are always dirty causing us to clean them more frequently. Currently, almost 200 planes including FedEx and commercial fly over our home daily. My nerves are shot!! The voluntary curfew of flights from 10 pm to 7 am is rarely followed. At times we hear planes overhead at 5 am. These planes should be fined! These 200 planes fly so low I can at times see the windows and numbers on the tail of the plane. This once quiet community is under siege and we are all SUFFERING!!!!

We do not live in Burbank. We are eight miles from the Burbank and Van Nuys airports. – ***but the air traffic was moved.*** The new, expanded terminal, adding new flights and more operations cannot be approved. **I beg you to oppose this Burbank terminal unless they move the flight path.**

I live in the hills of Studio City backed up into the Santa Monica Mountains at 880-foot elevation. I live eight miles from Burbank Airport and seven miles from Van Nuys Airport - When we bought this home 17 years ago there was an occasional airplane flying near our home, now I log over 200 complaints per week and that is just mornings and evenings since I work full-time outside my home.

During the day the flights take off every two minutes, sometimes sooner. They are loud and very low. We at times cannot sleep through the night because of planes flying after the proposed curfew. Weekend flights overhead start as early as 5 am. Please find alternatives to this New Terminal and do not make these proposed procedures permanent on April 25.

The proposed expanded terminal at Burbank airport will make the traffic overhead even more unbearable. The terminal should not be approved until the current flight path is changed back to its original path and moved away from the Santa Monica Mountains.

The NEXTGEN program of focused flight paths is not working for anyone. Not for myself or my community, and certainly not for the children who have to stop learning because they cannot hear their teachers in the classrooms over the roar of the aircraft, at times, every 90 seconds.

Why did the wide departure and arrival pattern change? Why are you flying lower and louder and concentrated over canyons that echo? The old pattern of departure and arrivals were working for the 18 years I have lived and paid taxes in Studio City? Why divert flights over a mountain range that is subject to massive wildfires without adequate roadways for emergency vehicles. Eventually one of your low-flying jets will crash into our mountains and burn most of Los Angeles to the ground.

Please stop the New Terminal until the flight paths are moved out of the Santa Monica Mountains.

I support the comments submitted by my local Quiet Skies Organizations. **These flight paths, the proposed procedures and the New Terminal are not supported in this community.**

Stephanie Baio
3636 Goodland Drive
Studio City, CA 91604
213-700-7981

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City, and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. These new flight paths have seriously disrupted my life and my work. I work from home, and I use to thoroughly enjoy leaving my patio doors open or sitting out on my deck while doing my work. I can no longer do that as the constant noise, and fumes have completely transformed my oasis in the mountains into a damn runway! My wife and I just recently said hello to a newborn baby boy, and we are beside ourselves that we cannot walk with him in the neighborhood or simply sit in our backyard because the noise and fumes are overwhelming.

This is a total travesty, and I will do everything in my power to stop you people from destroying our lives.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Steven Baio
11680 Valleycrest Road
Studio City, CA 91604

February 19, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. I work from home on conference calls and in person meetings and this has become such a disruption to my work. Also just being outside on a any weekday or weekend is interrupted by the roar and pollution of these aircraft.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 200 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Eden Banas
11304 Dilling St
Studio City Ca 91602



Comments 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 260, 263, 266, 267, 268, 269, 270, 271, 272, 289, 290, 291, 292, 293, 294, 299, 300, 305, 308, 332, 340, 345, 352, 353, 354, 355, 390, 391, 393, 400, 401, 402, 403, 404, 418, 454, 473, 478, 479, 481, 484, 492, 493

February 28, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I strongly oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. The constant noise has ruined my lifestyle, causing anxiety and making it impossible to have a restful day at home (7 days a week). I sometimes actually smell jet fuel in my backyard. Backyard use has become minimal as it is louder there.

The emotional and physical aggravation has been exacerbated by the FAA which has proven to be duplicitous, opaque and scheming, setting themselves up as the enemy of the public rather than defending their well being. They break the laws with impunity, using unauthorized flight paths, whilst pretending to uphold the laws. We have had to insist that they follow the current laws and wind back their damaging programs, and they resist to the last breath. They introduced flight paths without study, without consultation, before those new flight paths were legally approved, then tried to camouflage their activities and tell us all we are mad and complain too much! (I have literally been told that). Considering all the damage they have caused to our communities they must be regarded as either incompetent or devious, I am not sure which.

As such the FAA has proven itself ethically and morally unfit to oversee any new ventures to do with flights. They have ruined our neighborhood and clearly do not care, nor do they want to be bothered to even consult the public whose lives they effect dramatically. In lieu of our past and current experiences, any expansion of Burbank airport that will necessarily be working with the FAA is untenable. It will be used to further harass the public, as they have been doing for the past two years. They have made it impossible to support expanding airport operations, forcing us to engage in expensive law suits to even be heard.

When I moved to my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and **toxic jet particulates that fall to the ground.**

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. The FAA must move the paths before proceeding with the replacement terminal!

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR. Please see further reasons why I object below.

Sincerely,



Ratzel Bander
3446 Coy Dr
Sherman Oaks
CA 91423

FURTHER FACTS FOR CONSIDERATION FOR BURBANK'S NEW EXPANDED TERMINAL

(MY QUESTION IS WHY DO WE HAVE TO POINT THESE THINGS OUT TO YOU! YOU ARE SUPPOSED TO BE PROFESSIONALS AND SHOULD (OR DO) KNOW ALL THIS, AND YET YOU CHOOSE TO IGNORE IT TO FURTHER YOUR AGENDA WHICH OBVIOUSLY OWES MORE ALLEGIANCE TO THE CORPORATIONS WHO LOBBY YOU RATHER THAN THAN THE PEOPLE YOU SHOULD BE REPRESENTING AND PROTECTING. PLEASE CONTINUE TO READ AND TAKE NOTE!)

The following impact analysis will show that BUR's "replacement" terminal is essentially an "expansion" that will result in increased operations and efficiency such that it will significantly increase noise and pollution to the surrounding communities. According to

National Environmental Policy Act (NEPA), the FAA must consider all cumulative impacts of the proposed terminal expansion.

This proposed Expanded Terminal represents a profound threat to our LA Valley communities. Through cumulative actions taken by FAA/BUR, our communities and protected parklands have been fundamentally degraded – severely reducing quality of life by massively increasing noise and pollution. The proposed Expanded Terminal at Burbank will guarantee increased efficiency, even without adding more gates. That means more flights, larger jets and jets flying even closer together. The proposed Expanded Terminal will add significantly to the numerous cumulative negative impacts we are already experiencing under the disastrous 2017 change in flight path that occurred without notice or environmental study, resulting in more than 260 overflights per day. We cannot allow the proposed Expanded Terminal to go forward without fundamental and comprehensive changes in the flight path, protection of our communities and parklands, and limits on airport growth and operations.

FAA'S Environmental Impact Statement (EIS) must define the "Affected Area" to include the footprint of procedures overflying the noise-sensitive hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains. All Environmental Resource Categories should be evaluated and analyzed in the "Affected Area" thus defined.

Cumulative Future Impacts Directly Resulting From Proposed Expanded Terminal:

*The terminal expansion must not be considered in a vacuum. NEPA requires that the FAA evaluate the impact of its action (replacing the terminal) "when added to other past, present, and reasonably foreseeably future actions," whether direct or indirect (40 CFR 1508.7, 1508.8). The impact the proposed Expanded Terminal will have must be considered along with all other cumulative impacts.

*The proposed Expanded Terminal, with its greater size, increased amenities, and improved airside facilities, will increase efficiency, allow for processing of more passengers, and result in a greater number of flights and larger jets.

*The proposed Expanded Terminal is expected to have the same number of gates (14) as the existing terminal. However, with its increased size, it is reasonably foreseeable that more gates will be added in the future, and therefore must be considered as a cumulative impact. All it would take to expand beyond 14 gates is approval by the City of Burbank. The City of Los Angeles would have no say in the matter.

*The FAA is underestimating its impact on our communities and underestimating future growth. Although passengers (enplanements) at Burbank Airport (BUR) have increased 28% over the last 3 years (11.7% of that in 2018 alone), the FAA is projecting growth from 2019 through 2029 at only 1.2% to 2% annually. These projections are simply not credible. In fact, in marketing materials, BUR touts that growth is explosive, stating, "the airline industry is only now beginning to fully recover from the Great Recession" (LA

Curbed Article 2/7/19). The proposed state-of-the-art Expanded Terminal will further increase passenger numbers, thereby multiplying the cumulative impacts on the Affected Areas.

*BUR estimates that the proposed Expanded Terminal will cost \$1.24 billion, significantly increased from the originally estimated \$400 million. To increase revenue, as they must do, BUR will increase capacity by bringing in more passengers in larger jets. Larger, heavier jets will make slower turns, driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the Affected Areas.

*Expanded Cargo Facilities will encourage more cargo jets creating heavier, slow-to-gain-altitude jets that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

*Expanded General Aviation Facilities will encourage more general aviation aircraft that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

Metroplex and Cumulative Impacts:

* Proposed Expanded Terminal process must be halted until all cumulative actions taken by FAA/BUR that have already severely impacted Affected Areas are mitigated and alternatives are found.

*Previous cumulative actions taken by FAA/BUR that must be considered in combination with the proposed Expanded Terminal include, but are not limited to, the following:

- The current, unauthorized departure procedures implemented in 2017 at same time as Metroplex;
- Proposed departure procedures OROSZ THREE AND SLAPP TWO;
- Skyrocketing passenger and operations growth at both BUR and Van Nuys Airport (VNY);
- Changes in flight path at nearby VNY;
- Impending closure of Santa Monica Airport that has created increased operations at BUR and VNY; and
- Increase in helicopter traffic that must fly below the jets from both BUR and VNY, creating a stacking effect.

All of the above actions currently contribute to, and will continue to contribute to, increased cumulative impacts on residents, students, local business, film industry, and parklands that are under the narrow, focused flight path.

*The FAA's Environmental Impact Statement (EIS) must not claim a baseline that includes the currently flown unstudied and undisclosed departure procedures introduced

in 2017. To do so would constitute a false baseline. To do an accurate comparison, the FAA must use pre-Metroplex conditions as a baseline to compare the impacts that the proposed Expanded Terminal would have on the environment and surrounding communities, in other words, compare the proposed Expanded Terminal impacts to the time period before NextGen was even being considered (2014 or earlier).

*It has already been determined by an independent analysis conducted by Landrum & Brown that the BUR flight paths shifted south in a concentrated path over the Affected Areas. This change in flight track occurred in early 2017 without notice or environmental study. Prior to 2017, there was only occasional jet noise. Now there is a constant, disruptive, low, loud jet disruption in our formerly tranquil, hillside neighborhoods. The proposed Expanded Terminal will amplify these impacts that the FAA/BUR has failed to address/mitigate despite intense and widespread public controversy.

*BUR proposed procedures SLAPP TWO and OROSZ THREE would make permanent the current path that FAA/BUR began vectoring in March 2017, without notice or environmental study, over the Affected Areas. BUR has stated that the FAA is planning to do an Environmental Analysis (EA) as a result of extreme public outcry. Such EA is expected to take 12-18 months. The proposed Expanded Terminal must be put on hold NOW and not proceed until the FAA completes its process.

*Through its own analysis, VNY reports an increased number of departures by 35% since 2016. It has also moved departure path HARYS TWO south and east (with institution of waypoint PPRRY in May 2018) to traverse the same portion of the Santa Monica Mountains that BUR currently impacts by its departures; and that the proposed departure procedures SLAPP TWO and OROSZ THREE will continue to impact by adding waypoints JAYTE and TEAGN. The proposed Expanded Terminal must not proceed until these paths, already cumulatively impacting Affected Areas, are changed, and paths consistent with Section 175 of the FAA Reauthorization Act are explored.

*Both BUR and VNY estimate a projected 15% increase per year in air traffic, which will contribute significantly to the current air noise over the Affected Areas. The proposed Expanded Terminal will compound these projections.

*Santa Monica Airport (SMO) shortened its runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the Affected Areas. SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the Affected Areas.

Public Controversy:

*The Expanded Terminal has a cumulative, compounding effect on FAA prior actions (the current flight path and proposed procedures) that have been demonstrated to be "highly controversial on environmental grounds" under NEPA Rule 1050 1F 5-2 (10). Highly controversial is defined as "opposition on environmental grounds to an action, by

a Federal, state or local government agency, or by a ... a substantial number of the persons affected by such action...." Such opposition occurred during the comment period for the proposed procedures, SLAPP TWO and OROSZ THREE, ending November 18, 2018 as exhibited by the protests of thousands of community members (evidenced by the Petition signed by almost 3,500 people and climbing); 396,000+ noise complaints filed, the opposition of current paths and proposed procedures by elected local, state, and federal officials; the opposition by Burbank Airport itself; the over-capacity turnout at the October 18, 2018 Burbank-Glendale-Pasadena Airport Authority meeting, high public turnout at FAA Workshops on November 7/8, 2018, and blanket press coverage. Public Controversy continues during the comment period for BUR Expanded Terminal with high public turnout at the Public Scoping meeting on January 29, 2019, and a Petition opposing the Expanded Terminal so far signed by more than 1,200 people.

Impacts to Protected 4(f) Parkland:

*Under Section 4(f) of the U.S. Department of Transportation Act, the FAA must avoid potential impacts to "publicly owned parks, recreation areas (including recreational trails), wildlife and water fowl refuges, or public and private historic properties" (23 SFR 774). The FAA is required to look at all other alternatives to avoid overflying 4(f) protected parkland and has failed to do so. The new, more efficient Expanded Terminal must not move forward until the FAA abides by this statutory law and finds alternatives to the cumulative actions already taken by FAA/BUR. Viable alternatives have already been presented to the FAA in a comment letter by the City of Los Angeles, dated November 16, 2018, that the FAA has failed to consider thus far. The Expanded Terminal will further degrade our public parklands – our quiet refuge from noisy city life. It will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited. Mountains Recreation & Conservation Authority and Santa Monica Mountains Conservancy consider "quiet to be a critical component of the natural lands visitation experience"(SMMC Letter 1/28/19). The Expanded Terminal combined with other actions taken by FAA/BUR "contribute to a continually increasing level of impacts inconsistent with the recreational and quiet refuge values of the affected natural parklands" (SMMC Letter 1/28/19).

Mountainous Topography Amplifies All Cumulative Impacts:

*Hillside/canyon acoustics exacerbate noise. Many of those in the Affected Areas live in the Santa Monica Mountain range and foothills at elevations of 800 to well over 1000 feet, thereby making aircrafts' effective Above Ground Level (AGL) altitude lower than if overflying flat land. Noise concentrates in bowl-like canyons and sustains and bounces off mountains in all directions, creating more noise for everyone, even spilling and deflecting to neighborhoods outside the immediate hillside area. The FAA/BUR has failed to consider this aggravating circumstance when taking previously cumulative actions to re-route low-flying jets over this type of terrain and must consider, study, and

measure the unique topography when considering how the Expanded Terminal will further amplify already devastating cumulative noise impacts.

Wind and Weather Impacts:

*Wind and weather paths are increasingly becoming the norm. Wind Day Paths bring arrivals over affected communities instead of departures. Extremely low landing altitudes over terrain with many obstacles increase danger to aircraft and passengers as well as to those on the ground. Significant health risks are magnified. The efficiency of the state-of-the-art Expanded Terminal will increase the frequency of low altitude arrivals and contribute to an already dangerous action taken by FAA/BUR.

Safety Impacts:

*Increasingly, simultaneous departures and arrivals, often within 1,200 feet of each other, are occurring over mountainous terrain. This practice contributes to and significantly worsens the dangerous cumulative safety impacts and the welfare of our communities. The new, more efficient Expanded Terminal will increase this phenomenon. It will also increase the sheer number and frequency of aircraft traversing the mountains at lower altitudes, thereby compounding the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires, that will spread through the Santa Monica Mountains. Lack of ingress and egress through the terrain make it impossible for emergency vehicles to pass. This is exceedingly reckless and constitutes a dereliction of the FAA's obligation to society.

Health Impacts:

*The new, more efficient Expanded Terminal will increase the already burdensome cumulative negative health effects from constant, low-flying jets over elevated terrain that degrade air quality and cause serious health problems:

- Health effects of jet pollution are severe. Jet fuel emissions are a toxic stew of benzene and hazardous chemicals. At or below 3,000 feet (mixing level), particulates fall to the ground rather than being absorbed in the atmosphere. Fine particulate emissions are dangerous and cause respiratory disease, heart disease and cancer. Children and the elderly are "sensitive receptors" and are most susceptible. Air quality degradation will be increased, threatening the health of residents, students, and visitors. The greater the volume and frequency of jet overflights, the greater the pollution, and the greater the cumulative health risk.

- Health effects of noise are severe. According to the World Health Organization and a Columbia University study, noise has been proven to cause heart and lung disease, strokes and even reduce longevity. The greater the volume and frequency of jet over flights, the greater the cumulative health risk.

-Noise increases disruption in schools and interferes with students' ability to learn. Hillside schools are not designed to be under a flight path. They were not built near a freeway and therefore do not have soundproofing, triple paned windows, or air filtration. Flight frequency due to the higher efficiency of the proposed Expanded Terminal will increase cumulative impacts already suffered by our children as a result of previous actions taken by FAA/BUR.

Economic Impacts:

*The new, more efficient Expanded Terminal will increase the economic loss already experienced in the Affected Areas.

-Negative effects on local businesses and restaurants will increase.

-The film industry centered in Studio City is already disappearing due to current unauthorized flight paths that a New Terminal would exacerbate. TV and film shoots in Studio City and Sherman Oaks - a critical part of our local economy, with CBS Television Studios a huge contributor of jobs and local tax revenues - would be severely affected by the Expanded Terminal. Crews already have to "hold a shot" every 90 seconds as a flight passes due to other cumulative actions already taken by FAA/BUR. Many on-location shoots are simply moving elsewhere due to the constant noise.

-Home values have already been impacted and are on the decline. Cumulatively, this, in turn, causes a massive reduction in tax revenues to the City of Los Angeles.

Construction Environmental Impacts:

*Residents near BUR and along the soil export route have grave concerns about vast amounts of contaminated soils traversing their neighborhoods, potentially exposing them to dangerous materials. Residents near BUR also have concerns about the growth of the airport, as well as increased traffic surrounding the airport, and air pollution from traffic.

Mitigation:

*Based on prior actions taken by FAA/BUR, mitigation of harm must be implemented before plans for the proposed terminal can continue. The damaging and unreasonable cumulative impacts resulting from BUR/FAA action, as evidenced by widespread public controversy, must be addressed and resolved. Meanwhile, all plans for the proposed Expanded Terminal must immediately cease.

-FAA must address and consider request from BUR to use Section 175 of the FAA Reauthorization Act to create dispersed lateral tracks away from the 4(f) protected Santa Monica Mountains. Use of Section 175 has the support of the City of Los Angeles through its Resolution dated 2/5/19.

-FAA must consider a full "reset" of BUR path to the historical dispersed path.

Alternatives:

Other alternatives must be considered such as:

*Rerouting the flights east or southeast over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the air noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.

*Redesign by modifying and regrading the 15/33 Runway so it can be regularly used for northern takeoffs.

*Redesign considering a dedicated Runway for Southwest Airlines, Burbank's largest carrier, to depart to the north.

*Redesign Runways and Departures to accommodate departures on other runways, in other directions to reduce southwestern departures.

*Redesign Runways and "Wind" Arrival Procedures to provide alternatives to descending over mountainous terrain.

*Redesign runways to accommodate alternate procedures for some "less competent jets" that can't always complete their turns prior to the 101 freeway.

*Restoring the pre-NextGen historical 6-mile wide flight path, proven safe for decades.

*Creating multiple tracks and alternate tracks in ALL directions. There is webtrak evidence of numerous successful northern departures by all jets, as well as eastern departures.

*Transferring or shifting some of the General Aviation or Cargo operations to another existing public airport (or airports) in Southern California.

*Retiring all General Aviation operations. The Expanded Terminal will encourage more General Aviation including large jets that are not subject to BUR's voluntary curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.

*Retiring or reducing Cargo operations. The Expanded Terminal will encourage more cargo and heavier slow-to-gain-altitude jets that are not subject to curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.

*Relocating the airport to a less populated area. The Expanded Terminal will have Metrolink connections to Antelope Valley and Ventura. These high-speed rail lines are two-way. A New Airport designed to meet all FAA standards could be located on the other end of either line in a less densely populated area.

(End Retired Bunker comment)

February 21, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Toluca Lake and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work and have affected my personal comfort and health. Among other issues, the excessive noise is causing difficulty with our normal sleeping patterns resulting in sleep deprivation which in turn impacts the remainder of our waking hours adversely. The noise is disruptive to a working and concentration while at home as well. We are further concerns there may be an adverse and unfair impact upon our property value due to the noise generated.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. The FAA must move the paths before proceeding with the replacement terminal!

We have also left messages with the Hilda Landaverde to express our concerns on 2/16 and 2/20 and have not received any response. If she is currently out of the office, we can understand there may be a slight lag in her response, though it would seem someone else on staff should be tasked with responding to concerns of the surrounding community impacted by the noise in her absence. We hope and would anticipate a staff member will respond soon, but we are becoming concerned our communications may not receive response which would be highly disappointing.



For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Wm Beuter', with a long horizontal flourish extending to the right.

William Beuter

10703 Woodbridge St.

Toluca Lake, CA 91602

213-926-5405

Mr. David F. Cushing
Manager, Los Angeles Airports District Office
LAX-600
777 S. Aviation Blvd. Suite 150
El Segundo, California 90245

Dear Mr. Cushing,

I am writing as a 40 year resident of Studio City. I live on Viewcrest Rd. off of Laurel Canyon, South of Ventura Blvd. The noise from the airport in Burbank from the planes flying over head from 7am each morning into the evening (sometime after 10pm) is intolerable. My home is in a very bucolic setting. The peacefulness of our neighborhood is corrupted by the noise. There are several schools nearby and I can only guess how disturbing the noise must be for the students and teachers. Our guesthouse is above our house. The noise there is even worse. Constant noise from planes overhead is truly intolerable. I am writing now to ask that further development at Burbank Airport be stopped for the sake of the wellbeing of the citizens of Studio City who deserve to have their wellbeing taken into consideration.

Thank you for your consideration.

Best,

Susan Schwarz Berton
(310-785-0060)

Mr. David Cushing

Manager, Los Angeles Airports District Office, LAX-600

777 Aviation Blvd., Suite 150

El Segundo, CA 90245

Scoping Comments on Hollywood Burbank Airport Terminal Replacement Project

Dear Mr. Cushing:

I write on behalf of UproarLA, a community group whose members reside in Studio City, Sherman Oaks, Encino, Toluca Lake, North Hollywood, Valley Village, Hollywood Hills, Laurel Canyon, Bel Air, and other neighborhoods in the Santa Monica Mountains, to provide scoping comments on the Federal Aviation Administration's (FAA's) Environmental Impact Statement (EIS) for the Hollywood Burbank Airport (BUR) Terminal Replacement Project (Project). Our comments are as follows:

1. As an initial matter, we agree with the FAA that the Project's significant environmental consequences require the preparation of a full EIS rather than an Environmental Assessment (EA).
2. NEPA requires federal agencies to account for all reasonably foreseeable direct, indirect, and cumulative impacts of a proposed project. Here, the impact analysis must account for the reasonably foreseeable possibility that the replacement terminal — with its expanded amenities and increased efficiency — will result in increased departures and arrivals at Hollywood Burbank Airport (BUR) even if the number of terminal gates remains constant. Indeed, an August 2015 Technical Memorandum by AECOM entitled "Analysis of Airport Capacity Constraints" indicates that the maximum capacity of Hollywood Burbank Airport is nearly 12 MAP, far greater than current operations.
3. The EIS must use an appropriate baseline. In developing that baseline, the FAA should account for the fact that the initial segment of the departure routes currently being flown at BUR were never subject to NEPA review during the Southern California Metroplex project. Nor, to our knowledge, have the current routes ever been reviewed as part of any other NEPA analysis. Moreover, the routes appear to be in flux — the number and path of departing aircraft varies significantly from day to day. For each of these reasons, pre-Metroplex conditions provide the most appropriate and equitable baseline against which to measure project impacts.
4. To accurately address the significant noise issues at BUR — which will be intensified by the new terminal and supporting infrastructure — the EIS must incorporate and address the following:

Impacts on all noise-sensitive land uses, including schools, parks, open space, preserves, historic resources, and others, associated with departures and arrivals directly, indirectly, and cumulatively related to the Project.

- Unique topography, including, in particular, the hills and canyons south of the airport;
- Single-event noise measurements for departures and arrivals directly, indirectly, and cumulatively related to the Project;
- California and federal noise metrics;

- The likelihood that aircraft will not adhere to published departure and arrival routes.

5. NEPA's implementing regulations provide that cumulative and connected actions should be considered in the same EIS. 40 C.F.R. §1508.8. The FAA is currently undertaking simultaneous NEPA reviews of (1) departure routes from BUR and (2) BUR terminal and airfield improvements. These are precisely the kinds of actions that should be considered together, in a comprehensive EIS.

6. NEPA requires federal agencies to address the cumulative impacts of their proposed projects together with other past, present, and reasonably foreseeable future actions. Cumulative impacts refer to "the impact on the environment which results from the present impact of the action when added to other past, present and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such other actions." 40 C.F.R. §1508.7. Here, the impacts of the terminal replacement project must be considered cumulatively with at least the following:

- The Metroplex project;
- Changes to, and eventual closure of, Santa Monica Municipal Airport (SMO), including relocation of some SMO operations to other area facilities.
- Changes in operations and routes at Van Nuys Airport (VNY);
- Proposed open SIDs for OROSZ 3 and SLAPP 2 at BUR.

Indeed, residents in these areas are already feeling the incredible negative impacts due to the FAA's proposed series of actions include new departure routes from BUR, that will place more aircraft, at lower altitudes, in greater concentrations, along specific corridors directly over residential neighborhoods, parks, schools, open space preserves, and other noise-sensitive areas. The resulting noise, pollution, and safety risks will be transferred from the community at large to the members of UproarLA and their neighbors. See Ex. 1. The impacts of the terminal replacement cannot be viewed stand-alone from the cumulative impacts of the FAA's proposed new routes.

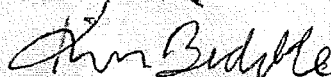
7. NEPA's implementing regulations require the FAA to "rigorously explore and objectively evaluate all reasonable alternatives" and mandate that this analysis be "the heart of the [EIS]." Here, the FAA should consider alternatives that would adjust the arrival and departure routes used by aircraft accessing the proposed BUR replacement terminal. In particular, the FAA should consider routes concentrating overflights above the US-101 corridor (i.e., north of the Santa Monica Mountains), where land uses and topography are most noise-compatible. Such routes are objectively reasonable, would help address noise impacts, and would not interfere with the Project's purpose and need. If the EIS fails to evaluate alternative arrival and departure routes, the FAA will not have a legally-defensible basis for reaching a Record of Decision.

Careful consideration of alternatives in the EIS may also reveal additional alternatives. For example, the FAA should consider whether it may be feasible for some percentage of BUR departures, under certain conditions, to take off to the north. Such an approach would appear to reduce travel time, fuel use, noise impacts, and airspace congestion. It would also route departures over industrial and commercial land (some of it vacant) rather than the residential areas and protected parklands of the Santa Monica Mountains.

8. The EIS must also evaluate "means to mitigate adverse environmental impacts." For this reason too, the FAA must thoroughly and objectively consider adjustments to BUR arrival and departure routes. In addition, the EIS should include mitigation measures that would limit the number and timing of future arrivals and departures at BUR.

Please do not hesitate to contact the undersigned if you have any questions. We would also be happy to meet with you to discuss our concerns in greater detail.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Kim Biddle". The signature is fluid and cursive, with the first name "Kim" and last name "Biddle" clearly distinguishable.

Kimberly Biddle

Mr. David Cushing
Manager, Los Angeles Airport District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in North Hollywood and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study.

The flight paths have seriously disrupted my life and my work. **At times, starting at 7 am thru 10 pm the planes are so low and loud and consecutive that you cannot hear a conversation, radio, television, etc in my residence with doors and windows closed. Also with young children it's increasingly difficult to put them to sleep with the extra noise. My other concerns are the schools around the corner, Toulca Lake Elementary which a majority of the children in the neighborhood attend, what is the impact on the schools from the airport? Noise, jet fuel etc...**

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the

noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,
Darin Birchler
4954 Cartwright ave
Los Angeles 91601

From: **Joelle Birnberg** <joelle.birnberg@gmail.com>

Date: Tuesday, January 29, 2019

Subject: In support

To: UproarLA@gmail.com

My husband and I live in Sherman oaks in the hills and our babies have been woken up on an almost daily basis by flights arriving into Burbank. The planes fly very low over our house and cause a great deal of noise. I am a family practice doctor and I am deeply concerned for the health of my children given the very high frequency of planes flying directly over us, sometimes twice within a minute, that are emitting carcinogens and other lung irritants that cause asthma. Creating this concentration of flights over our neighborhood puts us at an increased health risk that is unjust. It is not ethical to concentrate this number of flights over such few houses rather than diffusing the impact.

Please take action to rectify the wrong that you are doing to my family.

Sincerely,

Joelle Birnberg and Alexander Braunstein

3446 Longridge Avenue, Sherman Oaks California 91423

Sent from my iPhone

February 25, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Toluca Lake and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have interrupted my family's life and my work at the studios. Also, we have two boys who play outside in the pool and on the trampoline, basketball and skateboard in the driveway and we are outside frequently together. In the past year, we have seen a dramatic increase in airplane traffic over our home. We have all noticed an increase in the noisy air traffic. Our privacy has been compromised, Our kids are nervous as the planes are low and loud. We can hear it from everywhere in our home and find it disruptive to our life.

When we invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

For these reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Charles Boyd
4620 Forman Avenue
Toluca Lake, CA 91602

February 25, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245



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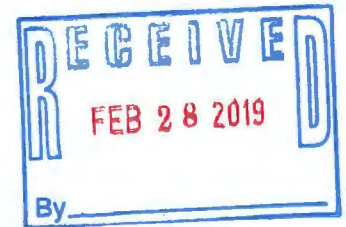
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Toluca Lake, CA 91602

February 25, 2019

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Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245



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1. How will our health be affected?
2. What is the proposed increase?
3. How can we be better informed about plans such as these before the flight paths change?
4. This will impact the value of our homes?

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Dana Boyd
4620 Forman Avenue
Toluca Lake, CA 91602

February 25, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

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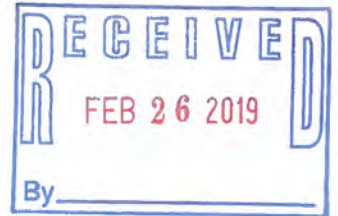
For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Dana Boyd
4620 Forman Avenue
Toluca Lake, CA 91602

February 19, 2019

Mr. David F. Cushing
Mgr Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd Suite 150
El Segundo, CA 90245



Dear Sir;

This letter is too strongly show my opposition to the terminal expansion at Burbank airport without fundamental and comprehensive change to this current flight path, protection of our communities and parklands, and limits on airport growth and operations.

The terminal expansion must not be considered in a vacuum. NEPA requires that the FAA evaluate the impact of its action (replacing the terminal) “when added to other past, present, and reasonably foreseeable future actions”, whether direct or indirect (40 CFR 1508.7, 1508.8). The impact the proposed Expanded Terminal will have must be considered along with all other cumulative impacts.

The proposed Expanded Terminal is expected to have the same number of gates (14) as the existing terminal. However, with its increased size, it's reasonable foreseeable that more gates will be added in the future, and therefore must be considered as a cumulative impact. All it would take to expand beyond 14 gates is approval by the City of Burbank. The City of Los Angeles would have no say in the matter.

Expanded Cargo Facilities will encourage more cargo jets creating heavier, slow to gain altitude jets that are

not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

It has already been determined by an independent analysis conducted by Landrum & Brown that the BUT flights paths shifted south in a concentrated path over the affected areas of Studio City, Sherman Oaks, and Encino. This change in flight track occurred early 2017 without notice or environmental study. Prior to 2017 there was only occasional jet noise. Now there is a constant, disruptive, low, loud jet disruption in our formerly quiet, tranquil hillside neighborhoods as well as over the playgrounds and athletic fields of no less than 10 private and public schools. The proposed Expanded Terminal will amplify these impacts that the FAA/BUR has failed to address and mitigate despite intense and widespread public outrage and controversy.

Under section 4(f) of the US Department of Transportation Act, the FAA must avoid potential impacts to "publicly owned parks, recreation areas, wildlife and water fowl refuges, or public and private historic properties. The FAA is required to look at all other alternatives to avoid overflying protected parkland and has failed to do so. The new, more efficient Expanded Terminal must not move forward until these issues are addressed and a full Environmental study is done by the FAA which will take 12-18 months.

The film industry centered in Studio City is already disappearing due to current unauthorized flight paths that a new terminal would exacerbate. TV and film shoots in Studio City and Sherman Oaks- a critical part of our local economy, with CBS Television Studios a huge contributor of jobs and local tax revenues would be severely affected by the Expanded Terminal. Crews already have to "hold a shot" every 90 seconds a flight passes due to other cumulative actions already taken by

FAA/BUR. Many on-location shoots are simply moving elsewhere due to constant noise and taking their revenue with them.

Houses values have been affected and are in decline due to these current flight paths which means less property taxes and less revenue for the city of LA.

Bases on prior actions taken by FAA/BUR mitigation of harm must be implemented before plans for the proposed terminal can continue. The damaging and unreasonable cumulative impacts resulting from FAA/BUR action, as evidenced by widespread public controversy, must be addressed and resolved. Meanwhile, all plans for the proposed Expanded Terminal must immediately cease.

FAA must address and consider request from BUR to use Section 175 of the FAA Reauthorization Act to create dispersed lateral tracks away from the 4(f) protected Santa Monica Mountains. Use of Section 175 has the support of the City of Los Angeles through the Resolution dated 2/5/19.

Other alternatives must be considered such as:

Rerouting the flights east or southeast over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.

Redesign by modifying and regarding the 15/33 Runway so it can be regularly used for northern takeoffs.

Redesign considering a dedicated Runway for Southwest Airlines, Burbank's largest carrier, to depart to the north.

Redesign Runways and Departures to accommodate departures on other runways, in other directions to reduce southwestern departures.

Retiring all General Aviation operations.

Retiring or reducing Cargo operations.

Relocating the airport to a less populated area. The Expanded Terminal will have Metrolink connections to Antelope Valley and Ventura. These high speed rail lines are two way. A New Airport designed to meet all FAA standards could be located on the other end of either line in a less densely populated area.

Until the issues are addressed that our community is suffering under the Expanded Terminal project should immediately cease and will be strongly opposed by all residents of the cities of Studio City, Sherman Oaks, and Encino.

Respectfully,

A handwritten signature in cursive script, reading "Linda Branca". The signature is fluid and elegant, with the first name "Linda" and last name "Branca" clearly distinguishable.

Linda Branca
4153 Stansbury Ave
Sherman Oaks, CA 90423

February 26, 2019

Mr. David Cushing
Manager, Los Angeles Airport District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245
Re: Proposed Burbank Airport Terminal Addition

Greetings Mr. Cushing,

I am writing this letter to express my utter dismay and disappointment felt from the total lack of sensitivity to our community. First we learned that NextGen is responsible for its dastardly action to ruin the serene character of this cherished urban living by thousands of valley residences. Now it appears salt is being pounded into our wounds with a proposed Burbank Airport Terminal Addition! Please explain how the latter will mitigate the former atrocity. My family and friends plan to oppose this latest development. Enough is enough.

Sincerely,
Jon Brouse
3636 Goodland Drive
Studio City, CA 91604

Dear FAA/Burbank Airport,

I am writing to oppose the new expanded terminal at Burbank Airport. I live in the hills of Sherman Oaks and am one of the many people already suffering under the flight paths that were changed in early 2017 without notice or environmental study. This is very disrupting as there is constant noise from planes flying lower not to mention the extra pollution this causes. The FAA MUST NOT ALLOW this terminal expansion which will increase both noise and pollution to the quiet refuge that the hills have been.

Please consider both changing the flight paths and not moving forward with the expansion

Thank you

Patty Burnett



To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. What was once a quiet refuge has now impacted our quality of life. Even our soundproof doors haven't shielded us from the roaring of airplanes flying only a few thousand feet over our heads day in and day out. I haven't had a one night of uninterrupted sleep since these new flight paths began. We have five children and purchased this home to one day retire in. Unfortunately, unless things change we'll most likely have to relocate.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Troy Carter
3160 Coldwater Canyon
Studio City, CA 91604

Mrs. Linda S. Clarke
3530 Stone Canyon Ave.
Sherman Oaks, California 91403
lsclarke.email@gmail.com

January 27, 2019

Mr. David F. Cushing, Manager
Los Angeles Airports District Office, LAX-600
El Segundo, CA 90245

Subject: Proposed Expansion of Burbank Airport

I DO NOT support the proposed replacement / expansion plans for Burbank Airport by the FAA and Burbank-Glendale-Pasadena Airport Authority. The proposed action would have a direct bearing on jet traffic capacity; and it would absolutely increase and intensify the frequency and volume of invasive jet traffic now being experienced with severe adverse consequences as a direct result of flight path changes instituted as part of the FAA's NextGen program at Burbank Airport--changes which have already resulted in the constant, concentrated jet traffic across my neighborhood and multiple surrounding communities.

The following concerns are relevant:

1. The flight path procedure/changes instituted as part of the FAA NextGen are completely new to multiple communities stretching across the southern end of a large area of the San Fernando Valley, and have direct, dramatic, and significant adverse impact-- so much so, that they are being strongly protested and challenged by thousands of residents, multiple organizations, and many city officials. It is (painfully) obvious to thousands of people across the valley that the FAA has been dramatically changing Burbank departure paths since 2017 (verified by the Landrum and Brown study) even without addition of the new proposed waypoints and without proper environmental impact study. Besides the shift in southerly Burbank departures further south over the 101 freeway, the flight path has been reduced from 6 miles wide to a concentrated noise-intensifying 1/2 mile concentrated mile path with jets highly visible and flying very low. The volume of jet traffic has increased even without an expanded capacity airport.
2. The volume and intensity of (very) low flying, loud jets at all hours every day across the communities of the Santa Monica Mountain (including the "flats", rising foothills, and mountainsides) have been, and continue to be a major disruptive intrusion which has (a) caused upheaval to quality of life and health (e.g. ability to sleep, concentrate, and converse, and work) for thousands of residents and school children; and (b) also adversely affected vegetation and wildlife in protected parkland in the Santa Monica Mountains. Repeated, prolonged exposure to toxic jet emission pollutants is now a real concern--a dangerous condition only exacerbated by increased jet traffic.
3. The topography over which southerly Burbank departures are now being directed as a result of FAA NextGen changes is completely inappropriate for, and ill-suited to such low flying jet intrusion. The rising hillside and mountainous terrain in affected highly populated communities (homes and schools) serves to significantly amplify and sustain the loud roar of the low flying (highly visible) jet aircraft departing Burbank and making their way from

Studio City across the flats, rising hillsides, canyons and mountains characteristic of multiple valley communities (which include Studio City, Sherman Oaks, Encino, and Bel Air) under their flight paths. This circumstances of location (i.e. rising hillside terrain and parkland) and population density (residences and school children) have been (insensitively) ignored and/or underestimated as it relates to specific FAA attention to cumulative adverse impact.

4. FAA changes in departure path routing toward and across the rising hillside communities across the valley has already been completely out of touch with, and insensitive to existing conditions for which there has not been proper due diligence to community and environmental concerns. Why not consider a much wider path as before, or multiple tracks and alternate tracks in all directions.

In conclusion:

It is reasonable to anticipate that Burbank Airport expansion will increase jet traffic-- along with the real likelihood this would also immediately compound (what already feels like) abusive conditions to residents, schools, and parklands across multiple communities south of the 101 freeway now being experienced as a result of FAA NextGen shifting and concentrating of Burbank southerly departure paths (implemented increasingly since 2017 over multiple, previously unaffected areas). Increasing traffic from an expanded capacity Burbank Airport (especially without altering jet path traffic away from multiply impacted communities) constitutes an insensitive intrusion into vulnerable geographic terrain which effectively aggravates jet noise disturbance, thereby directly contributing to increased and sustained quality of life problems. The adverse cumulative impact cannot be over-stated.

This proposed Burbank airport expansion is going to make an existing problematic situation, worse! I therefore, cannot support this project.

Thank you for your time and consideration.

Sincerely,

Linda Clarke, (43 year Sherman Oaks resident)

Mrs. Linda S. Clarke
3530 Stone Canyon Ave.
Sherman Oaks, California 91403
lsclarke.email@gmail.com

February 20, 2019

Mr. David F. Cushing
Manager, Los Angeles Airports District Office LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

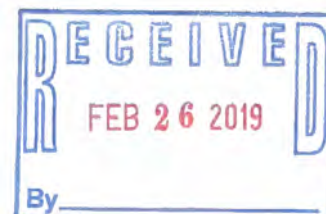
Subject: Proposed Expansion of Burbank Airport

I cannot support the proposed replacement / expansion plans for Burbank Airport by the FAA and Burbank-Glendale-Pasadena Airport Authority because the proposed action would inevitably have a direct bearing on increased jet traffic capacity-- adding to the burden imposed on a large residential area already stressed by the incursion of Burbank jet traffic as a direct result of the FAA NextGen flight path changes begun in 2017. Increased adverse, cumulative impacts to multiple communities under the narrowed jet paths (now in effect) can realistically be anticipated across an extensive part of many San Fernando Valley, Santa Monica Mountain area communities south of the 101 freeway (from Studio City to Sherman Oaks, Bel Air, and Encino).

At this time, extremely intrusive noise along with toxic emissions pollution are currently being experienced with increasing public outcry as a direct consequence of changes to FAA (NextGen) departure flight path/procedures from both Burbank and Van Nuys airports-- changes which have dually impacted thousands of residents, schools, and parkland across valley terrain completely unprepared for, and definitely wrong for the constant, daily, low flying jet intrusion now taking place. Current and steady growth at both airports, in conjunction with FAA NextGen changes to departure flight paths at both, have yielded severely adverse cumulative impacts that are highly invasive--even without a rebuilt and expanded Burbank Airport facility.

The following conditions and concerns are relevant:

1. The flight path procedure changes instituted as part of the FAA NextGen are completely new to multiple communities stretching across the southern end of a large area of the San Fernando Valley; this has had a direct, dramatic, and significant adverse impact-- so much so, that the changes are being strongly protested and challenged by thousands of residents, multiple organizations, and many elected officials. It is (painfully) obvious to thousands of people across the valley that the FAA has been dramatically changing Burbank departure paths since 2017 (verified by the Landrum and Brown study) even without addition of the two new proposed waypoints, and without proper environmental impact study. Besides the shift in southerly Burbank departures further south over the 101 freeway and into many miles of hillside communities beyond, the Burbank departure flight path has been reduced from a 6 mile wide dispersal to a concentrated noise-intensifying 1/2 mile wide steady stream with jets highly visible and flying very low.
2. The topography over which southerly Burbank departures are now being directed as a result of FAA NextGen changes is completely inappropriate for, and ill-suited to such low flying jet exposure/intrusion, never previously experienced prior to FAA NextGen alteration to long established flight path procedures. The very nature of the noise-sensitive terrain in affected highly populated communities (homes and schools) serves to significantly enhance sound intensity and duration--i.e. amplifies and sustains the loud roar of the low flying jet aircraft departing Burbank and making their way across the flats, rising hillsides, canyons and mountains characteristic of Studio City, Sherman Oaks, Encino, and Bel Air over which they now fly.



3. The volume and intensity of low flying, loud jets, from early morning to late evening, every day across the communities of the Santa Monica Mountain (including the "flats", rising foothills, and mountainsides) have been, and continue to be a significant, abrasive disturbance which has (a) caused upheaval to quality of life and health (e.g. ability to sleep, concentrate, and converse, and work) for thousands of residents and school children; and (b) also adversely affected vegetation and wildlife in protected parkland in the Santa Monica Mountains. Repeated, prolonged exposure to toxic jet emission pollutants from low flying, ascending jets (to people, wildlife, and parkland) is a real concern now, and a hazardous condition that will only be exacerbated by increased jet traffic.
4. In effect, FAA changes in departure path routing of jets low, and deep into (and across) so many noise-sensitive rising hillside communities has already been completely out of touch with existing conditions for which there has not been proper due diligence to community and environmental concerns. Circumstances of location (i.e. rising hillside terrain and parkland) and population density (residences and school children) related to noise and toxic emissions from the volume of low flying jets have been (insensitively) ignored by FAA NextGen change actions, and grossly underestimated as they relate to cumulative adverse impacts.

Residents from Bel Air, Sherman Oaks, Encino, and across to Studio City are increasingly being severely, adversely impacted by changes directly attributed to 2017 and 2018 FAA NextGen implementation at both Burbank and Van Nuys airports. Also, current and projected jet operations growth at both Van Nuys and Burbank have, in effect, aggravated and compounded issues raised by concerned community members like myself.

The following interrelated conditions are relevant to public concerns about Burbank expansion and are not inconsequential considerations as they relate to adverse cumulative impacts:

1. Since the implementation of FAA NextGen flight path departure changes, jets departing Burbank (proceeding westward) and Van Nuys (going eastward) have effectively been criss-crossing each other over multiple Santa Monica Mountain/ Mulholland corridor communities (flats and rising hillsides) south of the 101 freeway-- effectively compounding dramatic, intrusive noise conditions created by FAA NextGen flight path departure procedure changes at both airports. Now we experience dual overlapping flight patterns-with a high volume of jets from both Burbank and Van Nuys routed in concentrated overlapping paths over homes, schools, and parkland of Studio City, Sherman Oaks, Encino, and Bel Air. This has resulted in an extremely congested airspace -- with loud, low flying ascending jets flying across the same air space, deep into topography which has never before (prior to FAA NextGen implementation) experienced this kind of intensity and frequency of jet traffic.

The simultaneous adverse impacts from Burbank airport as well as Van Nuys in effect now, are significant, and functionally exacerbate issues raised above in this letter-- especially when considered in light of increased use at both airports. To summarize:

- a. The frequency and intensity of noise impact from both airports with low flying departing jets is considerable, and new to affected communities since FAA NextGen procedure changes. Jet engine sounds reverberate against the rising canyon hillsides; you can see and hear them coming, passing over, and leaving for quite a while. Increased flight activity will only further aggravate cumulative noise impact to (our) already adversely impacted noise-sensitive Santa Monica Mountains hillside communities.
- b. Wildlife, vegetation, and protected parkland are repeatedly being exposed to and impacted by the extent of noise and toxic emissions from such a high volume of low flying jet aircraft constantly criss-crossing the same noise-sensitive / environmentally sensitive areas. Increased flight activity will only further aggravate the cumulative noise and emission impact to already adversely impacted areas.

2. Resident upset and frustration regarding intense noise and cumulative dangers of toxic emissions from the lower flying jets out of both airports has been voiced with significant numbers of steadily increasing complaints (since 2017/2018) to airports, city, and congressional representatives as residents find basic quality of life conditions seriously upended: sleep, work, ability to converse and concentrate. Increased, and consistently increasing public frustration, reaction, and action (via letters and calls) demonstrate the on-going extent of public discontent and controversy generated by FAA (NextGen) flight path/procedure changes implemented without due diligence to very real (adverse) community and environmental conditions.
3. Airport use and operations at both Burbank and Van Nuys have been rising steadily; public as well as government officials are acutely aware of this increased use and plans for expansion and/or changes at both that will facilitate increased jet traffic capacity. In effect, adversely impacted areas (already suffering from new FAA NextGen departure path procedures/patterns at both airports), will be subjected to even more invasive jet noise intrusion and toxic emissions/pollutants exposure because of increased traffic from both airports. There are many times during the day when jets from both airports (now) come across our communities (including my house and neighborhood) in rapid succession—one after another—at times a minute apart!
4. Van Nuys Airport traffic volume has significantly increased (and continues to increase) due to changes at Santa Monica Airport which include shortening a runway and news of that airport's (documented) impending closure. Both circumstances have caused relocation of, and a notable increase in jet operations at Van Nuys. The projected increase in both Burbank and Van Nuys operations will continue to increase and sustain adverse (cumulative) impacts already being experienced in multiple affected Santa Monica Mountain area communities.

In conclusion:

It is reasonable to anticipate that Burbank Airport expansion will inevitably increase jet traffic operations, further compounding the dramatic, adverse, cumulative noise and emissions impact now being experienced by multiple communities south of the 101 freeway—a direct result of FAA NextGen changes to jet departure path/procedures which have shifted and concentrated jet traffic into communities and terrain previously unaffected. We now have what (visibly and audibly) feels like an extremely invasive aerial "assault"; an increase in volume and frequency in jet traffic capacity would clearly be facilitated by the proposed expansion project.

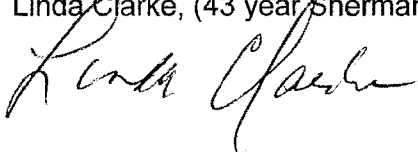
Actions which result in increased jet traffic capacity, without recognizing and addressing current adverse conditions voiced by impacted communities is not acceptable. Returning to previous safe departure procedures which include, for example the wider 6 mile dispersal path and steeper ascent, and/or considering alternate departure path directions (to re-direct/ shift and disperse jet traffic) would help alleviate the severe noise disturbance and toxic emissions exposure we are (insensitively and inappropriately) being forced to endure. The adverse cumulative impact cannot be over-stated.

It is incumbent on Burbank Airport Authority and the FAA to "be a good neighbor"; this necessitates serious attention to concerns/complaints raised by affected communities and an honest assessment of how actions— like the proposed expansion (especially in light of FAA flight path changes) -- would continue to sustain and increase adverse affects like the ones cited above. This proposed expansion is going to make an existing, highly problematic situation, worse! I therefore, cannot support this project.

Thank you for your time and consideration.

Sincerely,

Linda Clarke, (43 year Sherman Oaks resident)

A handwritten signature in black ink, appearing to read "Linda Clarke", written in a cursive style.

February 20, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150 El Segundo, CA 90245

From: Daniel Cohen & Candice Bernstein
13154 Cheltenham Drive Sherman Oaks, CA 91423
oyrobot@gmail.com / 818-370-1234

Mr. Cushing,

The FAA and BURBANK Airport are on the verge of changing the flight paths from Burbank. ALL DAILY DEPARTURES (now 170+) will be required to fly over hillside neighborhoods, schools and parks from Studio City, west through Sherman Oaks, to Encino. Jets will fly LOUD and LOW over our communities, valuable open space and wildlife habitat, due to new GPS points that guide jets in a concentrated flight path.

I object to these new flight paths, OROSZ 3 and SLAPP 2, and to waypoints that will guarantee disruption to our communities and burden us with constant noise and a significant air quality health hazard. I object to flight paths that expose residents and visitors -- our school children, student athletes, and people seeking recreation in the foothills of the Santa Monica Mountains Recreation Area -- to constant jet noise and pollution.

I object to a flight path over mountainous terrain at higher elevations. Altitude minimums are far too low over terrain and jets gaining altitude are too low and too loud. Unstudied canyon acoustics create a long echo effect of 90 seconds or more. We object to the lack of environmental impact studies. Where are the noise and air quality studies that support FAA's decision to locate waypoints at 1700 to 3200 feet AGL (above ground level) over thousands of children attending area schools?

I object to jets consistently flying well below the "mixing level," where particulate pollutants fall to the ground. Negative health effects of breathing particulates are well documented -- and are most dangerous for children, who are "sensitive receptors," along with the ill and elderly. Children play outside and engage in sports, further increasing their susceptibility. We object to the disruption of our schools. Children have difficulty learning in a noisy environment. The schools in your proposed path were built in quiet, hillside environments and have inadequate soundproofing.

I object to the disruption and degradation of noise sensitive, 4-F designated, public recreation and park land, the Santa Monica Mountains National Recreation Area. This area is home to much of our dwindling, Los Angeles wildlife and wildlife habitat. We object to the FAA's and Burbank Airport's failure to provide outreach on these extremely significant and intrusive new procedures. No notification or engagement.

I object to the FAA's failure to specify flight paths. Faulty online procedure materials misrepresent geographical location of path and waypoints. The FAA must, in the interest of transparency, provide corrected maps and restart the comment period. The FAA must eliminate the waypoints or move them north over the natural "noise corridor" of the 101 freeway.

With these facts in mind, I strongly object to any all changes or upgrades to the Burbank airport until all of these issues have been adequately addressed.

Thanks,

Daniel Cohen





COMMENT FORM

**Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project
Environmental Impact Statement**

**Public Scoping Workshop - Comment Form**

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport.

Comments:

I do not want any more airplanes flying over our house than there already are. We recently moved here to be closer to family as my husband and I are expecting our first child in August. Since we moved, I have already had trouble falling asleep at night because of the noise from overhead planes. Any more planes would be even more disruptive to my sleep and our general quality of life here.

I have also been woken up in the morning by the planes as well as had difficulty concentrating throughout the day as I work from home.

Please do not allow any increased air traffic over our home. We love living close to my in laws and don't want to move again.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: Meredith Collier
 Address: 11140 Hortense St
 City, State, Zip: West Toluca Lake, CA 91602
 Email: meredithnoelcollier@gmail.com

Comments on the scope of the EIS will be accepted through 5:00 PM PST on March 1, 2019.

Before including your name, address, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Written comments may be mailed to: Mr. David F. Cushing, Manager, Los Angeles Airports District Office - LAX-600, 777 S. Aviation Boulevard, Suite 150, El Segundo, California 90245.

February 21, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. **I work at home and the jets directly affect my livelihood!** The ever-increasing noise is disruptive to my work concentration/focus and I literally have to mute my phone in client meetings and not participate in the call when planes are overhead! Outrageous.

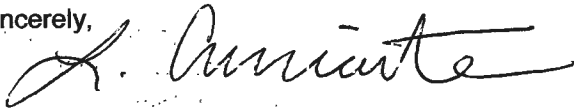
When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

My husband is a cameraman in the film industry. The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

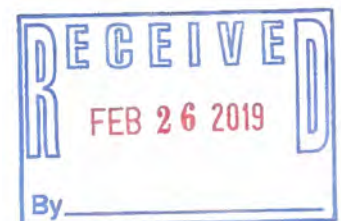
Sincerely,



Lynn Crosswaite

3570 Valley Meadow Road

Sherman Oaks 91403



Ms. Roslyn Dahl
3334 Longridge Terrace
Sherman Oaks,
CA, 91423

February 28, 2019

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I strongly urge you to read this letter. Too many airport officials and the FAA continue to communicate there is no significant change to the environment or quality of life for residents under the FAA NEXGEN/METROPLEX Airport Efficiency Program changes rolled out at Burbank and Van Nuys Airport...including, but not limited to SLAPP TWO, OROSZ THREE, HARYS TWO, and PPRRY flight paths. This is just wrong! BUR and VNY today are receiving an unprecedented number of complaints from impacted residents like I, who never even lodged a single aircraft complaint before 2017. The specific decisions and actions of the FAA and BUR have directly led to a significant adverse impact on my life.

Because of this, I Strongly Object to the Burbank Airport replacement terminal proposal. The proposed BUR terminal replacement/ expansion will only serve to increase the number of flights, customers and enable larger jets to utilize the facility...simply just compounding the already unlivable situation.

- There is no guarantee that Burbank won't eventually seek to further expand, and become the next LAX of the Valley, further multiplying the adverse impact.
- There is no guarantee a "voluntary" curfew will continue, when (a) it is "voluntary" and not mandated and (b) it already excludes other private aircraft such as UPS and FedEx which fly over our homes at very low altitudes routinely at 1am...3am...5am...6am.
- As Santa Monica airport shuts down, those flights will simply be migrated to BUR or VNY. Residents of Santa Monica can enjoy some peace and quiet, but we cannot.
- Authorities have not changed the pathways, frequency of planes, low altitudes or made any attempt to lessen the significant impact of aircraft traffic and noise over myself and other residents, despite 300,000 to 400,000 complaints. It is illogical and inaccurate for Authorities to conclude that (a) residents do not have a factual basis for complaint regarding the procedures endured today, when the issues did not collectively exist at least 4 - 5 years ago pre-Metroplex (definitely pre-2017); (b) even if a flight path did previously exist (many have shifted south), using it once or twice a day vs. every 2 minutes up to over 300+ flights a day currently, is clearly not the same experience for residents under

that pathway, and (c) It is clearly acknowledged that air traffic that used to be dispersed over a 6-mile range, is now focused on very narrow corridor, of which unfortunately we live.

- The cumulative impact of the increase in volume of flights (and Jet size) over the same narrow corridor we reside under, has not been properly assessed. VNY can also expand, and increase the volume of flights and size of jets over our residence.
- Our home is 9 miles away from BUR airport. In this situation, any reasonable consumer buying a home in an area adjacent to Federally protected open space, reserve area, an ambient 45 DB, quiet hillside, and in a 'non-aircraft' designated specific noise zone, would not, could not, and should not be reasonably expected to suffer a clearly discriminatory targeted and continual barrage of over 100 decibel aircraft noise, when others living equally far away, including residents of Burbank, Glendale and Pasadena, do not. The current situation is a gross abuse of the supposed "environmental justice" requirements, and there is no "fair treatment" for the class or group of citizens specifically under these narrowed pathways. Dispersal of aircraft and noise across 6-miles prior to Metroplex, was much closer to "fair treatment".
- A private settlement with the Beverly Hills Home Owners Association which led to amended pathways and displacement of adverse aircraft noise over their homes to directly over mine, is not "fair treatment". Perhaps precedent. The topography, hillside altitude, environment, open space, schools, and other basis for their complaints are no different 1 mile or less north of Mulholland than they are 1 mile south.

Have independent bodies inquired or determined if BUR is entering into other "private" settlements with potentially impacted parties from the proposed BUR development, and if so, have or are these legally required to be disclosed publicly? Do these support "fair treatment"? If not legally required, would the interests of the public be better served if they knew, before approving a proposal? If so, that information should be disclosed.

- We have been stripped of our rights to use our homes and land in the manner for which it was intended and the conditions under which it was purchased. Our homes were not built to sustain this constant onslaught of noise, nor the pollutants dropped in our gardens and pools. Homes built in the 60's had windows, lots of them, not double-paned. The inability to conduct a phone call or conversation without aircraft noise; work from home; or to enjoy a simple cup of coffee outside for 5 minutes without a plane overhead, is not a life anyone should have to live with and be expected to continue to pay property taxes. It stands to reason you or I would not want to buy a home in this scenario, so neither will future buyers, including parents of children who can't send their children to a local school anymore because it's directly under the flight path and they can't hear their teacher or go outside for PE anymore.
- Organizations and individuals responsible for designing the Metroplex/NexGen measures should have subjected themselves to the impact of those changes as permanent residents under those flight paths for at least 2017 and 2018 before they concluded it was quite livable. I doubt the average individual understands the average ambient noise decibels they live with, until an outsider instantly increases it

up to 50% or more...and claims there is no "significant" difference. Owners and Senior Officers of BUR, FAA and any other relevant authorities approving this BUR terminal project should subject themselves to this noise, pollution and distress. They should send their children to the schools that now have planes continuously over their classes at 2000ft, where they can't hear their teacher. If these individuals are not prepared to do so, neither should we have to; and this project should not be approved, as it will only worsen, what we suffer today.

- There is no logic in sending ascending flights south-west at low altitude over a mountain range in a "very-high fire hazard" region with hundreds of residents' underneath, when they could fly and turn directly quickly north over flat-land, where they are generally heading. There are plenty of other options than these flight paths. These paths are NOT NECESSARY, or you wouldn't have used a significant variety of others over the years, and dispersed the traffic so much wider

There is no freeway for emergency landing in the hills, but there is over the 101. Recent incidents have required light planes to make emergency landings on freeways or highways. There is also only one entry and exit road for many residents living in the impacted area hillsides. Over 80 people died in the Camp Fire in Paradise, California last year. It was publicly communicated that many died because there were only one or two roads in and out of the area for exit, and people had to run for their lives when roads became blocked. Vivid images of panicked drivers were shown on TV. I imagined myself trying to take the only exit route from my home if even one ember started a fire, even 1 plane crash. Then I imagined I would likely have to run...fast, my family, dog and I. But just based on the hillside topography and lack of exit routes, with an instant plane crash, I doubt we'd make it.

Most residents living in the Santa Monica Hillside area impacted by the FAA procedures cannot obtain private home fire insurance in the voluntary insurance market and have to rely on the California FAIR Plan - the insurance of "last resort". How is it that billion-dollar insurance companies don't want to insure my house because the risk of brush fire is too high, but the FAA and Airport Authorities have no problem sending an ever-increasing volume of aircraft at low altitude towards and over this same hillside area - as BUR, VNY and LAX plane flight paths intersect over our heads.

Risk is a function of Likelihood x Impact x Speed of Onset. Risk of Aircraft Accident/Event leading to my property damage or loss of my life since the new procedures were implemented over my home (which will be worsened with BUR Terminal Expansion):

1. Higher volume of aircraft - Risk Increases ↑
2. Lower altitude - Risk Increases ↑
3. More small plane air traffic - Risk Increases ↑
4. Aircraft accident - speed of onset so fast that you cannot escape, Risk Increases ↑
5. Very-high fire hazard area/brushland at high risk of igniting, Risk Increases ↑
6. Limited exit routes/egress to escape a resulting fire, Risk Increases ↑
7. Narrow hillside roads that Emergency Services have already raised safety concerns in combatting ground traffic congestion, seriously restricting access to those in desperate need - Risk Increases ↑

Potential risk of property damage and (MY) loss of life as a resident due to Aircraft Accident with limited, dispersed, or no aircraft over my residence in the hillside - Risk Decreases ↓

The decisions the FAA, BUR, VNY, LAX and any other airport authorities make today that send more aircraft over my home can have far greater ramifications that you might think. We cannot assume Pilots will always follow the "rules". Pilots come in all forms, just like airplanes. Accidents don't need to include a commercial jetliner, it can just be the kamikaze or reckless pilot of a small plane. Since NexGen was introduced I have twice witnessed and complained to airport authorities about a private airplane (I believe the same one) that circled our residence and street multiple times, at high speed through a small valley and mountain peak, at lower than 1500ft altitude. This endangers all of our lives. Hillsides are playgrounds for some; adventurous and dangerous. Flat lands are boring, but safer for those living under flight paths.

The FAA is concerned with the safety of Airline passengers...what about the safety of residents immediately under this superhighway of aircraft?

What risk analysis has been performed to ensure that as a RESIDENT LIVING UNDER this FAA, BUR & VNY induced superhighway of aircraft, my risk of loss of life &/or insured/uninsured property damage is minimized? Where is the analysis explaining to me why 'you have no alternatives' other than to fly over this topography, with these fire hazards and lack of emergency access or resident exit routes. Why is my life worth more in the air flying over my residence, than under that plane living in that same house?

- It is time that data provided or used by the FAA, BUR, VNY or others **MUST BE "AUDITED"** by a Big 4 Professional Accounting Firm or other Highly Specialized Firm in this topic, to provide a truly independent evaluation of the sufficiency and accuracy of information utilized in any proposal...and the results of the audit should be delivered by that Firm to the public. Consultants are not held to the same standards as qualified and certified Auditors. If there is nothing to hide, allow the additional scrutiny and fact verification. Further, all Consultant and internally generated reports used by the FAA and others to design and implement the NEXGEN/METROPLEX Airport Efficiency Program, including, but not limited to SLAPP TWO, OROSZ THREE, HARYS TWO, and PPRRY flight paths should be audited. No steps should be taken to proceed with the BUR Terminal Replacement/Expansion until ALL information and claims made about this development are thoroughly and independently audited and reported to the public.
- The changes in BUR and VNY procedures to date have led to a significant and serious deterioration in my quality of life and that of my family. It is costing me money to try to insulate my home from sonic noise while suffering loss of property value. My retirement is threatened. There are associated health concerns. We cannot enjoy the house and surroundings I worked so hard for. My house is no longer a HOME!

For all of the reasons noted above, **I OBJECT** to the Burbank Airport replacement terminal proposal:

- **NO TO BURBANK AIRPORT TERMINAL EXPANSION UNTIL YOU RESOLVE THE DESTRUCTION OF OUR QUALITY OF LIFE DUE TO METROPLEX/NEXGEN, FAA SLAPP TWO, OROSZ THREE, METROPLEX, AND VNY HARYS TWO, PPRRY and any other current or planned airnoise over Sherman Oaks and Studio City.**
- **STOP THE ONGOING, EXCESSIVE AIRCRAFT NOISE AND FREQUENCY OVER SHERMAN OAKS AND STUDIO CITY.**

- **RESTORE THE PRE-NEXGEN 6-MILE WIDE FLIGHT PATH, PROVEN SAFE FOR DECADES**
- **CONSIDER ALL AIRPORT PATHWAYS AND ALTERNATE TRACKS IN ALL DIRECTIONS - BUR & VNY. FOR BUR:**
 - Re-route the flights east or southeast over Burbank, Glendale, and Pasadena.
 - Redesign by modifying and re-grading the 15/33 Runway so it can be regularly used for northern takeoffs.
 - Redesign with a dedicated Runway for Southwest Airlines, Burbank's largest carrier, to depart to the north.
 - Redesign Runways and Departures to accommodate departures on other runways, in other directions to reduce southwestern departures.
 - Redesign Runways and "Wind" Arrival Procedures to provide alternatives to descending over mountainous terrain.
 - Transfer all general aviation or shift cargo operations to another airport. No to UPS and FEDEX during curfew hours.
 - Relocate the entire BUR airport. The entire airport reeks of jet fuel. Customers cannot even walk from the airport to the Rental Car pick-up in the open air without having to cover their mouths and noses to try to prevent inhaling the toxic fumes. It is just getting worse. Expanding the terminal will only subject more people at the airport, surrounding areas, and those of us directly under the BUR pathways to even more toxic pollution. Move it to a less populated area with high-speed transit links to/from Burbank. Make the BUR airport a hub that connects to the transit lines to the airport and other metro-link lines.

Thank you in advance for your consideration.

Sincerely,
Ms. Roslyn Dahl

February 26, 2019

To: Mr. David F. Cushing

Manager, Los Angeles Airports District Office, LAX-600

777 S. Aviation Blvd, Suite 150

El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 *without notice or environmental study*. The flight paths have seriously disrupted my life and my work. I live and work at home, and bought my property sixteen years ago specifically for its quiet and clean location.

I chose to buy my house in the Santa Monica Mountains National Recreation Area because of its quiet, its beauty in both flora and fauna. The extralegal additions of flight paths above me that have been added in the last two years have caused an extreme negative impact in my life and that of my family.

I have new noise to deal with when I work, which is what I moved here to avoid.

I have family members with asthma, and there has been a noticeable uptick in sensitivity here as a result of increased air pollution from flyover.

When I invested in my neighborhood, we had only occasional, insignificant air traffic.

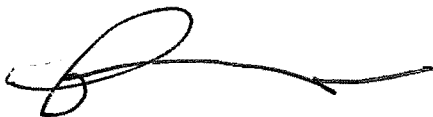
Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in black ink, appearing to read 'Daniel DeVincentis', with a long horizontal flourish extending to the right.

Daniel DeVincentis
7524 Mulholland Drive
Los Angeles, CA 90046

February 20, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

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in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

William DeWitt III
3529 Wrightwood Court
Studio City, CA 91604

February 26, 2019

Mr. David F Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

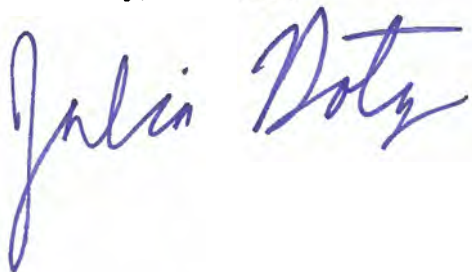
Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City. There are already too many airplanes flying directly over my property, children's school (Carpenter Community Charter) and Fryman Canyon where I like to hike. The noise level is constant and disrupts our quality of life. I can't even have my windows open in my own home! This causes my bills to be higher because I have to run my air conditioner more. If I could also have fresh air coming in from outside, I could run it less. My children are distracted at school by the constant low flying jets. I don't even want to invest in patio furniture because I will not want to sit outside with the planes constantly flying above me. It is terrible noise pollution and environmental pollution. I cannot sit by as the airport makes plans for the noise level to be even more frequent and louder with larger aircraft. I am woken up by planes flying overhead many nights. We deserve better than this! The FAA has not addressed our concerns thus far of the airplanes going over the exact same area over and over with the extremely narrow flight paths that they imposed. I oppose the expansion because things are already so terrible I do not want them to get worse.

We are real people who experience real effects from the planes. Please do not make things worse for us. Please help us to make things better. The FAA must move the paths before proceeding with a new terminal.

Sincerely,

Julia Doty
11842 Moorpark Street Unit E
Studio City, CA 91604



Date: February 28, 2019

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport:

I strongly oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and when I invested in my home, I would never have thought that one day my family would be living with the threat to our quality of life that we face today. We are one of many families suffering under the flight paths that were changed in early 2017 without notice or environmental study. The noise level we experience when home and around our neighborhood is more than significant, it is unbearable. The air traffic from BUR is now constant and it can be heard inside my home, and outside it prevents normal conversations. The times that these flights occur have continued to extend to both early and very late hours, disturbing sleep for both myself and my children. The low altitudes of the aircraft cause the noise to be heard through closed windows and walls. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

The FAA, under the guise of safety and efficiency, is endangering our protected Santa Monica Mountains parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The current unauthorized flight paths have already diminished the local economy, including preventing local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, local tax revenues. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to Studio City and the City of Los Angeles. The FAA must move the paths before proceeding with the replacement terminal!

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,



Kevin Doty, Resident and Scientist

February 27, 2019

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear Mr. Cushing,

I would like to add my voice to the list of others in our community who feel that our lives have been dramatically impacted by the noise and pollution from the new flight path out of Burbank Airport. My family and I can no longer spend time or have conversations in our backyard without stopping numerous times waiting for the jets to pass. We won't let our granddaughter play in the backyard for fear of the impact of jet pollution. Our sleep has been severely disrupted. We no longer wake to a quiet morning, but instead rise to the jarring sound of a jet overhead. I used to enjoy a certain amount of tranquility sitting in our outdoor hot tub. That is no longer the case. Just yesterday during a 20-minute period 6 jets flew overhead. The noise has reached a point of absurdity and given rise to unbridled anger on our behalf. We can't tolerate it any longer.

Please, please, please hear our heartfelt request to have the FAA alter the flight path to its previous position or a new one that doesn't fly over so many residential areas and schools in our Studio City/Sherman Oaks community.

Respectfully,

Max Eisenberg
4150 Elmer Ave.
Studio City, CA 91602

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

February 21, 2019

Dear FAA/ Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

I am writing to ask for action ; my home life in Studio City has been ruined by the narrowed and lowered flight paths out of Burbank Airport.

I have been at every public airport meeting -I want to assure you that the people that congregated on 10/18 with the Burbank Airport Authority and then on 11/7 and 11/8 for the FAA, and then again on 1/29 with the Burbank Airport authority expansion meetings are residents of Studio City, Toluca Lake, and Sherman Oaks - we don't know each other - or at least we didn't previously. We have come together because we share a deep concern for the increased air traffic (noise and pollution) in our community.

I went back and checked my "Nextdoor" archive. Nextdoor is a private social community network organized by neighborhood. Usually people post about lost pets, local recommendations, and crime/safety. I noticed around mid- May and becoming more frequent and insistent as the summer months progressed, neighbors began posting about dramatic increases in air noise. I've pasted an example from a post that a neighbor started 5/12/18.

airline noise

I'm sure you've noticed the increase in jet noise this week - especially today. And a couple of nights ago very loud after midnight. I wonder how long this will continue. It's so noisy.

12 May · 24 neighborhoods in General

Alison W. SC West (Whitsett-Laurel Canyon) · 12 May
Yes! The air traffic today is crazy!!!

C. E. D. West Studio City 13 May

What happened to noise abatement? Seems the planes are lower now going over Studio City...

This post and many others like it - go on for **hundreds and hundreds** of entries - every day since then - people trying to figure out what's going on and trying to share information about what they discovered and trying figure out a way to band together and get answers and a return to life as we knew it. It's important to note that this was not a previous regular topic of discussion. There was definitely a moment in time when things shifted more dramatically and we all noticed.

When we went to the FAA meetings and the representatives looked at us with confused expressions and said "We don't understand, nothing's changed. See these maps?". It felt like gaslighting to the whole community.

I listen for a living. I am a pediatric speech language pathologist and my clinic is in my back yard. I work with the most sensitive in our community: toddlers and preschoolers with autism and other developmental disorders, and their parents.

I have lived in Studio City for 25 years and in this home for 20 years. Living in this neighborhood, we are used to a certain amount of freeway noise from the 101 and noise from helicopters and sirens due to our proximity to Ventura Blvd. It used to be in session, when I heard an airplane - I would say to the toddler "oh, wait - do you hear something?" to increase their awareness to their environment. Sometimes, we would go outside and look for the airplane. So you can trust me when I tell you that planes overhead were occasional, and I don't ever remember the noise being disruptive. Now, the children, their parents, and myself can't get through a single session without multiple interruptions that are loud enough that we have to pause our conversation. Prospective clients coming to my clinic for the first time ask "what's up with the airplanes??"

As a speech and language pathologist, I'm horrified at your decision to put these flight paths directly over schools. In a very robust study, chronic airplane noise is detrimental to children's cognitive function - specifically: language comprehension, reading, problem solving, and memory. (Health Effects of Noise Exposure in Children; Stansfeld, S. & Clark, C. Curr Envir Health Rpt (2015) 2: 171.) Link:
<https://link.springer.com/article/10.1007/s40572-015-0044-1>

I implore you to make whatever changes you need to make to reduce the noise and pollution you've caused in our neighborhood by your decision to fly a super highway of airplanes low and loud and frequent over my home and community . I love my job, my home, and my community - and it saddens me greatly to say that for the first time in 20 years, I've thought about moving. I'm a single mom - I depend on my work - if I can't use my clinic, my income will suffer greatly - I have built a reputation in my community, i can't just move my business elsewhere. Furthermore, my retirement is my home. I am extremely concerned about loss of property value. **Research shows living under a flight path may reduce a home's value up to 29%!! (The Impact of Airport Noise on Residential Real Estate**

By Randall Bell, MAI; Date July 2001; Article link:
<https://nqsc.org/downloads/REALESTATE.pdf>)

I never would have bought my home in a flight path. It's miserable to live in relentless noise and worry about the increased health risks from living in a narrow path of jet fuel exhaust and particulate. (Long-term exposure to aircraft emissions causes around 16,000 premature deaths a year, finds MIT study; Date August 2015; Cites a study conducted by the following researchers at MIT: Steve H L Yim, Gideon L Lee, In Hwan Lee, Florian Allroggen, Akshay Ashok, Fabio Caiazzo, Sebastian D Eastham, Robert Malina and Steven R H Barrett: Article link:
<http://www.greenaironline.com/news.php?viewStory=2117>)

We must look at the CUMULATIVE IMPACT - changes possibly being due to Van Nuys implementing their Next gen DP using the PRRY waypoint, that might have moved the Burbank DP right over my house. When you look at the BUR map of the pathways, the JAYTE waypoint is steps from my home. I've read documents and talked to both Burbank and FAA officials that talk about net noise reduction ** although admittedly there is a higher impact for a few. Being one of the few, I can tell you the impact is devastating. I never thought about complaining when the flights were occasional and part of the everyday noise - however, now that they are so much more frequent, EACH ONE has become a more significant irritant.

Additionally, because of these narrowed paths - we are experiencing many more noise disruptions between 10pm and 7am. We are now experiencing all of those nighttime flights directly overhead. I wake up almost every night at least once and realize an airplane is overhead. We cannot stop our bodies' neurological fight or flight stress responses overnight - and those physiological reactions are well documented to cause negative cardio vascular effects long term.

(Scientists identify enzyme responsible for vascular damage caused by aircraft noise ;

Link:<https://www.sciencedaily.com/releases/2018/06/180614095235.htm>)

Because of the frequent loud noise during the day and my sleep being disturbed by the net INCREASE over our homes during nighttime hours between 10 pm and 7 am, I am heightened and more sensitive during the day. I have become more sensitive to other ambient noises - even the humming of the refrigerator and the heat kicking on bothers me.

I cannot support any expansion/modernization or renovation of the Burbank Airport. I will not support any changes that allow Burbank to realize a greater capacity of airplanes, people, or income. We, the people most greatly impacted by this decision, did not get a vote on this expansion. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

The terminal expansion must not be considered in a vacuum. NEPA requires that the FAA evaluate the impact of its action (replacing the terminal) "when added to other past, present, and reasonably foreseeably future actions," whether direct or indirect (40 CFR 1508.7, 1508.8). The impact the proposed Expanded Terminal will have must be considered along with all other cumulative impacts.

Sherri Elkaim, M.S.,CCC-SLP
818-209-0427
4329 Gentry Ave, Studio City, 91604

February 26, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life. I have two little kids and the noise is quite disturbing to them. It scares them and interrupts with their sleep. Part of the charm of the neighborhood is that its family friendly, and the increase in noise and air pollution will harm children, our life quality and the quality and character of our neighborhood. We are deep in mortgage payments, trying to pay already sky high home prices (no pan intended) and the decrease in value will be devastating to our family and middle class families around us already struggling financially.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Ayelet Feig
4936 Varna Ave. Sherman Oaks

February 21, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in the North Hollywood/Studio City area and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. The airplane noise can be very loud and unpleasant and does not provide a quiet and pollution free environment for my children.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal

must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Rachel Feser
10715 Landale St
N. Hollywood, CA 91602

From: **Michael Fields** <mr52fields@yahoo.com>

Date: Mon, Jan 28, 2019 at 9:23 AM

Subject: Planes better be rerouted to the old plan or there will be law suits. Non stop planes over my home.

To: <uproarla@gmail.com>

Enough is enough. We had our first nice weekend outside by the pool this weekend and could not believe the traffic out of Van Nuys and Burbank. Non stop flights right over my house. It is so maddening. We cant enjoy being outside with plane noise every 3 minutes, helicopters that buzz too low and do not even fly in the designated flight path and planes flying overhead at 3 am.

We purchase property here 3 years ago because it was peaceful and quiet and we could hear nature. This is insane. Who re the idiots that made these route changes? They are lying and being sneaky and need to be stopped.

We need to get a court order to cease and desist with the new flight routes until further discussion takes place.

Michael Fields

3666 Scadlock Lane Sherman Oaks

February 28, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks, CA and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. I no longer have peace and quiet to work or sleep, I am now sleep deprived. My sleep has been changed and I am constantly aggravated. My hearing is suffering as well as my mental state. I work from home and cannot concentrate with the ever increasing noise level with my double pane windows completely shut. It sounds as if we are under a bombing attack with the various whistles and earth shattering noise pollution from all types of outdated aircraft. Asthma has made a return in my life after not having an attack for many years due to the stress and physical air pollution this flight pattern has directly caused. This has made my life simply miserable and I will not support any politicians who support this new route or expansion which has been thrust upon our residential communities without approval in 2017.

When I invested in my neighborhood, we had only occasional, insignificant air traffic (maybe up to 10 planes a day). Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

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The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. The FAA must move the paths before proceeding with the replacement terminal!

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BURANK Airport.

Thank You
Michele Florman and Steven Florman, MD
14269 Roblar Place
Sherman Oaks, CA 91423

A handwritten signature in black ink, appearing to read 'Michele Florman' followed by a large, stylized flourish or second signature.

From: **Michele** <roblarranch@sbcglobal.net>
Date: Tuesday, January 29, 2019
Subject: Burbank expansion NO
To: UproarLA@gmail.com

I DO NOT support Burbank's expansion of airport services due to the non stop noisy low flying airplanes directly flying over our home in Sherman oaks . Flights have been non stop every few minutes at very low altitudes ranging from 700 feet to 6000 feet directly over the Santa Monica mountains which has directly affected my health including loss of hearing from a high decibel level over 85 as I have recorded, mental health affected nervous and high anxiety from hearing the thunderous roar of planes targeting our residential areas . It sounds like a bombing of continuous flights loudly flying in a narrow path battering our homes, schools, nature preservation trails and health similar to world war 2 bombing sounds. We are being purposely poisoned by the fuel residues blanketing the valley areas irresponsibly by the FAA, burbank airport and van Nuys airport. Asthma attacks have increased, anxiety, loss of hearing and lack of ability to concentrate as I work from home. This is an abomination purposely targeting areas that were never in the flight path without warning . We have rights to no noise damage, health affects and environmental concerns. No support of expansion of airports or flight paths.

Thank you
Michele florman

Sent from my iPad

FEB 22 2019

DEAR FAA

WHATEVER HAPPENED TO STUDIO CITY'S "QUIET" SKIES? THE FLIGHT PATHS NOISE AND AIR QUALITY AFFECTS OUR LIVES, BOTH PHYSICALLY AND EMOTIONALLY.

WE BELIEVE IN PROGRESS TO IMPROVE LIFE BUT THIS PROPOSAL WILL FOREVER CHANGE OUR COMMUNITY. WE NEVER ENVISIONED OUR RETIREMENT YEARS HAVING TO BE SUBJECTED TO DAILY NOISE FROM JETS AND INTERRUPTED SLEEP FROM EARLY EVENING THROUGH NIGHT. AND STARTING AT 6:30 AM? REALLY! "NO TO FLIGHT PATTERN TO EXPANSION UNTIL A BETTER SOLUTION IS PROPOSED. ALSO WHAT ABOUT THOSE CAROL JETS FLYING OVER OUR HOMES WITHOUT ANY REGULATION?"

Sincerely,

ANDREA FRANCOLA (ROBERT)
4292 KLUMP AVE.
STUDIO CITY, CA 91602



February 27, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I respectfully oppose the New Expanded Terminal at Burbank Airport and have outlined several feasible alternatives for your consideration on the following page.

I live in a small Studio City condo and I am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. I am no longer able to fall asleep. My lack of sleep has significantly impacted my work. I have lost promotions, bonuses, and pay due to the impact of my sleep result from the airport noise. The noise is also affecting the sleep of my wife and 1 year old. My wife too is losing pay at work due to the impact of the noise.

In addition, when I called the Burbank Airport Toll-Free 24-Hour Noise Complaint Hotline in early 2017 they informed me that no changes in flight patterns happened. However, I come to find out that I was lied to and there was indeed a change in flight patterns. Its amazing that I could be so bluntly lied to by a federal agency.

Burbank Airport stated that between the hours of 10 p.m. to 7 a.m. local time, takeoffs and landings of "noisy" aircraft are prohibited. However, the term "noisy" is so loosely defined that it doesn't include any airplanes departing from Burbank Airport. Please see EXHBIT A for a partial list of instances where BURBANK AIRPOT violated its own curfew.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland. The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles.

The FAA must move the paths before proceeding with the replacement terminal!

SIMPLE PROPOSED SOLUTIONS TO MITIGATE NOISE:

1. **Mandatory curfew of all aircraft of Stage 3 aircraft not to fly between hours of 10pm-7am.**
2. **All airplanes should depart out of the Burbank airport airfield in the northern direction where the density of civilians living on the ground is the smallest.**



3. **Airplanes must ascend to higher elevation more quickly immediately after takeoff to minimize noise impact to civilians on the ground.**
4. **Airplanes to follow airspace directly above freeways upon descent or takeoff to minimize noise impact to civilians living directly below.**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Alex Gary
Studio City Resident

EXHIBIT A

INSTANCES OF BURBANK AIRPORT VIOLATING ITS OWN CURFEW

Partial list of Instances of Curfew Violations:

Date and time of each curfew violations is listed below. Feel free to look up the flight history to confirm these violations.

12/25/2017 @ 11:44pm

12/25/2017 @ 11:47pm

12/26/2017 @ 10:10pm Boeing737, wn9016

12/26/2017 @ 10:15pm

12/27/2017 @ 10:20pm

12/27/2017 @ 11:05pm

12/29/2017 @ 11:05pm

1/1/2018 @10:20pm, 10:30,10:35, 10:50, 11:00, 11:05

1/2/2018 @ 10:05pm

1/3/2018: 10:20

1/5/2018 10:05, 10:10pm

1/7/2018, 6:40am

1/8/2018 10:10pm,10:30

1/9/2017 12:20am, 10:30pm

1/12/2018 10:50pm

1/14/2018, 11pm

1/15/2018 11:10pm

1/16/2018 10:15pm, 10:20

1/25/2018, 10:45pm,10:50pm

1/26/2018, 10:30pm

2/1/2018, 12:15am

2/2/2018, 10:45pm

2/5/2018, 12:10am

2/8/2018, 10:50pm

2/10/2018, 12:30am

2/14/2018, 11:45pm

2/18/2018, 10:40pm, 10:55pm, 11:15pm

2/19/2018, 10:35pm, 11:10pm, 11:20pm, 11:30p

2/21/2018, 10:15pm, 11:10pm

2/27/2018, 12:35am, 11:25pm

3/2/2018, 10:45pm,

3/4/2018, 11:50pm

3/7/2018, 11:45pm

3/13/2018, 12:10am

....

....

Occurrences were happening so often that I stopped keeping track.

February 19, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City, and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. The FAA must move the paths before proceeding with the replacement terminal!



Philip Gerson
4048 Farmdale Avenue
Studio City, CA 91604



From: **Jean-Pierre Geuens** <jpgeuens@gmail.com>

Date: Sat, Jan 26, 2019 at 9:34 AM

Subject: burbank airport replacement terminal

To: <UproarLA@gmail.com>

hello:

it is contemptuous on the part of the FAA and the burbank airport authority to consider the replacement of the present facilities before the flight plan which is so wretchedly affecting studio city is corrected.

maybe it is hoped that, with time, studio city residents will get used to the constant roar of planes taking off (sometimes, when winds change, landing) over our heads. maybe the residents of inglewood have indeed gotten used to the air traffic connected to lax but the median property price there is half what it is in studio city. if the word goes out that studio city is located under the flight path of planes going in and out of burbank airport, our property price will eventually match that of inglewood. present owners may get used to the roar but buyers will look elsewhere.

j.p. geuens

From: **catherine gibbons** <cagibbons31@yahoo.com>
Date: Sat, Jan 26, 2019 at 11:09 AM
Subject: Constant flights over my home in Studio City
To: <uproarla@gmail.com>

I am retired and have been awakened before 7:00 am by the noisy jets flying overhead. The roar of the engines is deafening and disturbing. My quality of life has been altered in a most devastating way. Every day I dread the noise overhead and my blood pressure rises. We must stop this because I fear it will only get worse. And the children! How can they concentrate and enjoy their time outdoors? It is shameful.

February 22, 2019

Dave Cushing, Manager
 FAA – Los Angeles Airports District Office
 777 S. Aviation Blvd., Suite 150
 El Segundo, CA 90245

Dear Mr. Cushing,

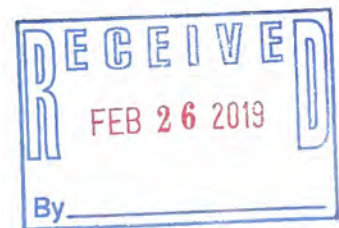
Hollywood Burbank airport has had a strong advocacy for noise and environmental issues since over 40 years ago when William Rudell first began pushing for Burbank to buy the airport from Lockheed. At every turn, from the initial deal terms through various ordinances up to the current terminal replacement proposition, the Burbank-Glendale-Pasadena Airport Authority has continued to make environment and noise restrictions a priority. The FAA, however, with its resident-abusive NextGen flight paths has unfairly trashed this admirable history. Burbank's sister city citizens, in their panic, are now seeing the adorable beauty mark of our beloved regional airport as a metastasizing melanoma and have tried to mobilize opposition to the terminal replacement, fearing it as a fatal escalation of din and pollution.

It has been a long and winding road to get to the terminal replacement. I can't imagine citizen opposition rolling it back at this late stage, with all the safeguards of our wellbeing supposedly in place. I do not oppose the terminal replacement in principle, but I do worry about the resilience of the historical commitment to citizen wellbeing in the face of what is looking like the undertaking of a potentially crippling debt. Previous upgrade bonds are still being paid off, and the addition of an already over-estimate terminal replacement budget at over 1 Billion dollars seems a very fraught situation. BUR has held to the same 14 gates, but I can imagine the pressure to scrape up every dime of income will be a very strong incentive to start to fudge on curfew (which is actually only "voluntary"), and numbers of flights. Every ecosystem has its limits. Parts of a healthy body that develop an enthusiasm for endless, escalating growth have a name. Cancer.

NextGen is a separate fight, and as I'm sure you know, Burbank's sister cities are lawyering up: North Hollywood, Toluca Lake, Studio City, Valley Village, Colfax Meadows, Sherman Oaks, Encino, Coldwater/Laurel Canyon/ Beverly Glen. This is a very wide geography of suffering communities. (After 28 tranquil years in Studio City, the new and ceaseless, roaring over-flights – both incoming and outgoing – was so tremendous a few days ago that I had the horrifying thought I might not be able to continue to live in my home.) The FAAs steamroller approach has been opposed across the nation. BUR's commissioners have in the past gone to congress to lobby for support for Burbank's noise reduction ordinances. We hope they will be as activist in resisting having NextGen flight paths pushed down the throats of their constituents. I sincerely extend my best wishes that they will be able to navigate the complexities and cost of a new terminal while preserving the soul of their history and commitment as truly civil servants.

Sincerely,


 Jane Goe
 4279 Bakman Avenue
 Studio City, CA 91062



Cc: Burbank Airport Authority: Sinanyan, Adams, Wiggins, Brown, Devine, Gharpetian, Madison, Tornek, Miller, Hatanaka, Lammerding, and FAA-Los Angeles: Dave Cushing

February 19, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. The noise issue is becoming a constant irritant. My work is interrupted by the continuing flights; I can't hear myself think and phone conversations are strained by incessant noise. During any time I use for relaxation, the flyovers continue. I often have to stop a movie I'm watching so I don't miss the dialogue from flight noise. Sleep interruption is also an issue due to the constantly increasing number of flights. When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of

the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Lisa Goldberg
4289 Bakman Avenue
Studio City, CA 91602

February 25, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245



Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study.

I am also in opposition to NEXTGEN and the routing of aircraft over the same exact locations, day after day, endlessly.

I know this letter will not be read or responded to. It will however, hopefully be added to the numerous others you have received, regarding this issue that is negatively impacting the quality of life of thousands of valley residents. This is our lives, and the lives of our families we are talking about.

The airliners taking off from Burbank Airport pass directly over my residence, so I know how disruptive this is to my peace and quiet and personal space. There are times when planes pass loud and low over my home just minutes apart. I personally clocked 18 takeoffs between the hours of 7AM and 8AM a month or so ago. Yes, I wrote them down so I know this is accurate. And then during the day there are dozens and dozens more, also often just minutes apart.

The flight paths have seriously disrupted my life and my work. My office happens to be in my home, and so there is no relief for me from these over flights. And when I spend time at a friend's house, not under this narrow, restricted, highly concentrated flight path, I feel after several hours of no jet noise, I feel relief. And am envious of their quiet environment. Then return home and there it is again, constant noise and pollution bombardment.

I understand that flight departures from Burbank are slated to increase, irrespective of the terminal expansion, by an as yet untold number of flights per day. Even if it's just another 20 per day, in five years that will be another 100 flights, added to the approximately 180 that now leave the airport.

This is unimaginable, and has me contemplating having to relocate to an area that is as quiet as my neighborhood WAS FORMERLY, BEFORE THE FAA IMPLEMENTED THIS NEW NEXTGEN FLIGHT GUIDANCE PROCEDURE.

Honestly, take a moment and think exactly how would you feel if one day planes started flying low over your home. Over 100 per day. How comfortable would you be with the pollution these planes generate as they power up on takeoff, settling over your house, yard, your child's school playground, and classrooms where teachers must stop talking due to noise overhead. This is a health issue. An environmental issue. A financial issue with my home being devalued by this air intrusion.

Even Radford film studios have to halt filming when the noise from the over flights make it impossible to get a useable shot.

There is also added anxiety, knowing that someday, one of these planes will experience trouble and though no one wants to think about a tragedy, we who live under this air onslaught can't help but wonder what would happen in the event of the unthinkable. Yes, a crash is unthinkable until it happens, and when you have hundreds of planes per week flying overhead it's hard not to think about it as the noise drowns out whatever you might be doing.

And yes, once again... I'm under no illusions. I know this letter will not be read or responded to. It will however, hopefully be added to the numerous others you have received, regarding this issue that is negatively impacting the quality of life of thousands of valley residents. This is our lives, and the lives of our families we are talking about.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at Burbank Airport, which will make it busier and busier each year.

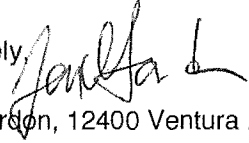
I also request in the most strong terms, that something be done regarding NEXTGEN. Either aircraft should take off to the north, or if they must depart to the south, even when planes are headed north or east, the departure paths must be varied. The departure paths must be dispersed so that more of the area served by the airport bears the burden of these over flights. As you know, this was the way it was until NEXTGEN was imposed. Doesn't this seem more fair.

You would do anything to protect your family and yourself. And so will we. Unless these flight paths are dispersed, you can count on the fact that I will join with the growing numbers of people who will do everything in our power to resist, delay, road block, make more costly, the expansion of Burbank Airport.

So much better to do the right thing and at the very least, compel FAA or whatever agencies necessary, to vary flight paths in stead of concentrating all flights over the same households, schools, playgrounds, businesses and protected lands.

And finally, I know this letter will not be read or responded to. It will however, hopefully be added to the numerous others you have received, regarding this issue that is negatively impacting the quality of life of thousands of valley residents. This is our lives, and the lives of our families we are talking about.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon Gordon", written over the word "Sincerely,".

Jon Gordon, 12400 Ventura Blvd. Studio City 91604.

From: **Judy Gordon** <dj.gordon@sbcglobal.net>
Date: Sat, Jan 26, 2019 at 11:15 AM
Subject: Burbank Airport Meeting
To: <uproarla@gmail.com>

I moved into a condo in Studio City in August of 2017 after living in my home off of Mulholland for over 35 years.

Had I known that the noise from the flights out of Burbank would be so frequent and so loud, I would NEVER have purchased a condo in Studio City. The constant noise from the flights and pollution is definitely impacting my life and my health. And the supposed time limit of no flights after 10:00 pm is a joke. I hear flights past 11:00 pm!!!

The expansion of the Burbank terminal, additional flights and the flight pattern changes will make it so much worse.

PLEASE STOP THIS MADNESS.

Judy Gordon
12021 Guerin St, Unit 302
Studio City, CA 91604

February 20, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. The area I live in is usually very quiet with distant noises coming from Venture Blvd (I live in the hills of Studio City). Then out of nowhere there is a loud noise like something is heading into my house and I hold my breath until it passes over. This lasts roughly 1/2- to 3/4 hour every two minutes for it only to be repeated again later in the evening when I am trying to relax at the end of a long day. The noise from an aircraft coming in for landing is terrifying – very different from one taking off and climbing high into the sky. I feel I can almost see the passengers on board, that's how low the planes are flying.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Susan Graber
3768 Berry Drive
Studio City 91604

From: **Robert Greene** <krrjm5@gmail.com>
Date: Sat, Jan 26, 2019 at 9:47 AM
Subject: Replacement Terminal opinion
To: <UproarLA@gmail.com>

I'm a resident of Sherman Oaks California

I am against the "Replacement Terminal" proposal which is actually an expansion to increase business at the airport by approximately 50%

In addition the flight paths that are currently over our neighborhoods and schools are not acceptable

thank you

RGreene

Sherman Oaks, Ca



COMMENT FORM

**Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project
Environmental Impact Statement**

Public Scoping Workshop - Comment Form

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport.

Comments:

Our quality of life is greatly diminished by the constant airplane traffic. The number of planes have increased in last 4 year that I am aware of. There are literally zero quiet times.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: Clarisse and Doug Hamblin
 Address: 1122 Blux St.
 City, State, Zip: West Toluca lake, CA 91602
 Email: Chambling pubdef. lacounty.gov

Comments on the scope of the EIS will be accepted through 5:00 PM PST on March 1, 2019.

Before including your name, address, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Written comments may be mailed to: Mr. David F. Cushing, Manager, Los Angeles Airports District Office - LAX-600, 777 S. Aviation Boulevard, Suite 150, El Segundo, California 90245.

February 19, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

We oppose the New Expanded Terminal at Burbank Airport. Our family just moved to Studio City and are saddened and horrified by the new flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted our life. Over 50 planes a day fly at a level that shakes our windows and makes it impossible to hear each other. We spend less time in our back yard than we would like and are not able to work or play outside during the day.

When we began looking into moving to Studio City, we did so because it was quiet and family friendly. Now, the noise level is unbearable with a barrage of more than 200 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, we oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in black ink, appearing to be 'Samantha' followed by a colon and 'Colin', with a long horizontal flourish extending to the right.

Samantha and Colin Hanks

12406 Milbank Street

Studio City, CA 91604

February 19, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths cause disruption and anxiety regarding the impacts on our property values. I'm a first time buyer who was persuaded to buy in this area specifically because of its quiet skies. When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level seems constant with more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The extremely low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

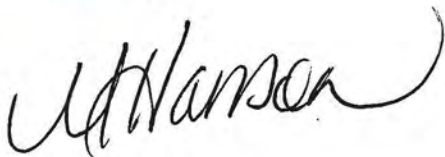
Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!



The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in black ink, appearing to read 'Melissa Hanson', with a large, sweeping flourish at the end.

Melissa Hanson
11640 Woodbridge Street, #206
Studio City, CA 91604

February 28, 2019

Mr. David Cushing

Manager, Los Angeles Airport District Office, LAX-600

777 S. Aviation Blvd, Suite 150

El Segundo, CA 90245

Dear Mr. Cushing,

I have friends who live near the Burbank airport. Because they live so close, they are very aware of the noise factor and bought their home in the area regardless because homes are more affordable in Burbank than other areas like Studio City. When they purchased their Burbank home, they signed a disclosure which clearly stated that their new house was in the flight path of the Burbank airport. When my husband and I were looking to purchase a home in the valley 20 years ago, we chose NOT to look in the Burbank area for this reason.

We searched for many months and we finally found a home in a quiet neighborhood in the hills of Studio City south of Ventura Boulevard with no air traffic. We found peace and quiet in beautiful Studio City. All this changed when NextGen shifted a flight path over our neighborhood.

In early 2017 our quiet neighborhood was bombarded with low flying jets making it impossible to enjoy our outdoor living space. We experience so many planes and constant flyover noise from early morning through late at night -- well before and after the posted curfews. I've laid in bed between 6am -- 7am and I have counted at least seven airplanes flying low over my house.

I work from my home every day and my business phone calls are constantly disrupted because of the airplane noise. My clients ask me if I live near the airport because it is so loud on their end as well! Because of these low flying loud jets our patio area and our pool constantly have a residue from plane exhaust. I can only imagine what this exhaust is doing to our lungs and the lungs of our young children!

Currently, almost 200 planes including FedEx and commercial fly over our home daily. The voluntary curfew of flights from 10 pm to 7 am is rarely followed. At times we hear planes overhead at 5 am. These planes should be fined! These 200 planes fly so

low I can at times see the windows and numbers on the tail of the plane. WE are all suffering and our PROPERTY VALUES are suffering!!!!

We do not live in Burbank. We are eight miles from the Burbank and Van Nuys airports. – *but the air traffic was moved*. The new, expanded terminal, adding new flights and more operations cannot be approved. **I beg you to oppose this Burbank terminal unless they move the flight path.**

During the day the flights take off every two minutes, sometimes sooner. They are loud and very low. There are times I cannot sleep through the night because of planes flying after the proposed curfew. Weekend flights overhead start as early as 5 am. Please find alternatives to this New Terminal and do not make these proposed procedures permanent on April 25.

The proposed expanded terminal at Burbank airport will make the traffic overhead even more unbearable. The terminal should not be approved until the current flight path is changed back to its original path and moved away from the Santa Monica Mountains.

The NEXTGEN program of focused flight paths is not working for anyone. Not for myself or my community, and certainly not for the children who have to stop learning because they cannot hear their teachers in the classrooms over the roar of the aircraft, at times, every 90 seconds.

Why did the wide departure and arrival pattern change? Why are you flying lower and louder and concentrated over canyons that echo? The old pattern of departure and arrivals were working for the 20 years I have lived and paid property taxes in Studio City. Why divert flights over a mountain range that is subject to massive wildfires without adequate roadways for emergency vehicles?

Please stop the New Terminal until the flight paths are moved out of the Santa Monica Mountains.

I support the comments submitted by my local Quiet Skies Organizations. **These flight paths, the proposed procedures, and the New Terminal are not supported in this community.**

Thank you for your help,

Shelby Huston Haro
3639 Goodland Drive
Studio City, CA 91604
818-807-2925

From: **Diane Hart** <nosmokeorg@earthlink.net>
Date: Tue, Jan 29, 2019 at 2:26 PM
Subject: I am against the increasing of Burbank Airport 1/29/19
To: <UproarLA@gmail.com>, Diane Hart <nosmokeorg@earthlink.net>

I am against the increasing of Burbank Airport the air is already toxic with gas coming down as planes arrive and depart. This is unhealthy for all of us who on lovely day like to partake of the outdoors.

I also affects the flora and fauna.

the current issue need to be resolved before any plans for the future should be made

Diane Hart

February 25, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further

increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,



Debra and Craig Harwin

13061 Greenleaf Street

Studio City

From: **Vicky Herman** <carsonherman@aol.com>
Date: Sat, Jan 26, 2019 at 9:45 AM
Subject: FAA COMMENTS
To: <UproarLA@gmail.com>

I live in Sherman Oaks and my life has been completely destroyed by the FAA and NexGen. I have 5 embedded flight paths that have not deviated for months flying sometimes below 1000 feet right over my roof top. Sometimes two a minute which start around 5 o'clock in the morning and sometimes go all the way till 2 AM without a let up. The flights are so low and so frequent that the house actually shakes. I now have hand tremors, extreme heart palpitations from high stress levels and now living with extreme Sleep deprivation. In my case and in my immediate area we are suffering from arrivals and departures from both Van Nuys and Burbank airports so we are being pummeled by planes day in and day out. I know with certainty because I'm just keeping track of all the planes that are getting much lower and much more frequent without any oversight whatsoever. In an effort to save money for a big airlines in fuel they are destroying peoples health and well-being

For thousands Of families below. We know for a fact that there are 200 toxins that are being dumped by planes on our community which will eventually have devastating effects. We cannot allow the Burbank expansion to go through. Many of us right now cannot handle the horrible affects of the plans as they are. It's obvious we cannot allow more flights to go over us with a new expansion. And we have to stop the FAA with the current flights that have destroyed us

Sent from my iPhone

February 20, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

With all of my neighbors, I strongly oppose the New Expanded Terminal at Burbank Airport. I live in eastern Sherman Oaks, on the north bank of the Los Angeles River, one block from the western edge of Studio City. My wife and I are two of many people suffering under the painfully noisy flight paths that were changed in early 2017 without notice or environmental study.

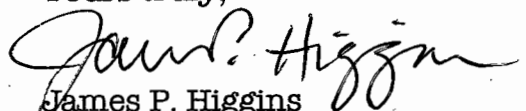
I am a writer who works at home. I have always required relative quiet to do my work, and the recent increase of air traffic noise (due to increased flights and "new" takeoff and landing patterns and lower altitudes) from both the Burbank and Van Nuys airports has significantly disrupted my work.

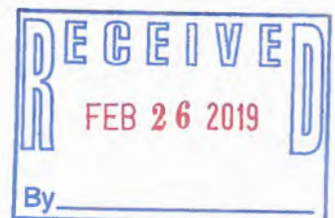
Additionally, the increased level and frequency of aircraft noise has had a negative effect on our simple enjoyment of the indoor/outdoor lifestyle for which Southern California is famous. It's not only unpleasant to sit in our back yard as the planes and helicopters create a seemingly constant conversation-stopping acoustic catastrophe above us, but with the fuel particulate spray and exhaust fumes, it's downright DAMAGING TO OUR HEALTH.

I write in protest of these recent and proposed changes at BUR and VNY not only because I am aggrieved by the consequences, but more because NO PUBLIC PROCESS was followed in the course of making the changes in air traffic. This omission is grievous and appears **intentional** in light of the understandable breadth and intensity of the opposition it has engendered. No doubt some would assert that these changes were baldly ILLEGAL.

The recent flight path changes must stop immediately, and certainly NO NEW TERMINAL EXPANSION should be allowed at BUR, until a proper environmental study is done taking into account the anticipated effects on human, animal and plant life; water quality; air quality, etc., and the "proposals" effects are modified to legally established limits.

Yours truly,


James P. Higgins
13217 Valleyheart Drive North
Sherman Oaks, CA 91423



Thursday, February 21, 2019

Mr. Cushing –

Re: Burbank Terminal Expansion

Whatever happened to the Palmdale Airport? Instead of putting our hub out in the desert where it would bring good jobs to a depressed area, we continue to expand capacity at airports smack in the middle of dense urban communities.

This is wrong.

Thank you,

A handwritten signature in blue ink, appearing to read 'JH', followed by a long horizontal line.

Jim Houghton

Encino, CA



From: <richhull1@gmail.com>
Date: Sun, Jan 27, 2019 at 3:06 PM
Subject: Comments to add to your attorney's comments
To: <UproarLA@gmail.com>

Hi Kim,

I'll try to make it to the Burbank meeting on Tuesday, but in case I don't, here are some comments from us to add to your attorney's comment submission. Also, were you able to connect with Paola, our graphic designer, and Rick, our Facebook person, to expand the followers in your Facebook group? If I need to follow-up with them, let me know.

Rich

Richard Hull

We are categorically NOT in favor of Burbank's replacement terminal unless the airport permanently reverts its take-off and landing flight patterns to the pre-Next Gen paths.

We live in Sherman Oaks right next to a school. So much about Burbank Airport's new Next Gen flights paths defy common sense – perhaps, most importantly, the safety and quality of these school children's experience.

Moreover, our 2-year old now refuses to play in her own backyard because of the low-flying, loud planes that fly directly over our home literally every 3 minutes. How sad is it that a child with such limited vocabulary actually knows how to point to the backyard and say "Too loud! Too loud!"?

If we had wanted to trade lower property values for constant low-flying plane disturbances, we would have purchased a home by the airport. But we didn't. We specifically sought the solace of our neighborhood, and now it's like we live next door to an airport. This has caused a major disturbance to our lives at all hours of the day and night, and has made our daily lives virtually untenable. We can't even watch television or sleep in our home with the doors and windows closed without being constantly disturbed by low-flying planes.

Do not let Burbank Airport expand or replace its terminal until the pre-Next Gen flight paths for take-off and landing have been restored.

Richard Hull

Sherman Oaks, CA 91423

February 25, 2019

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I strongly oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks, CA and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study.

The flight paths have seriously disrupted my life and my work. In the past 3 weeks, I have made over 300 complaints (see attachment). My 2-year daughter refuses to play in the backyard because of the loud plane noises every 3-5 minutes. Even with her limited vocabulary, she says "Planes too loud!" And the noises are only slightly less indoors. It's truly unbearable – both indoors and out.

We purchased our multi-million dollar home only 6 months ago, and the low-flying airplane disruption has increased 10-fold since then. We've watched the value of our home fall consistently since word has trickled out that we're living directly under a flight path every 3-5 minutes. We believe that the FAA's action in this matter expose it to liability for our current and future property value decreases.

Further, the amount of soot and particulates we find on our outdoor furniture is incredibly unhealthy.

The noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90

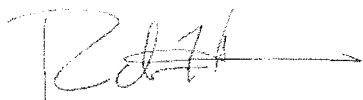
seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in black ink, appearing to read 'Richard Hull', with a long horizontal stroke extending to the right.

Richard Hull
4114 Sunnyslope Avenue
Sherman Oaks, CA 91423

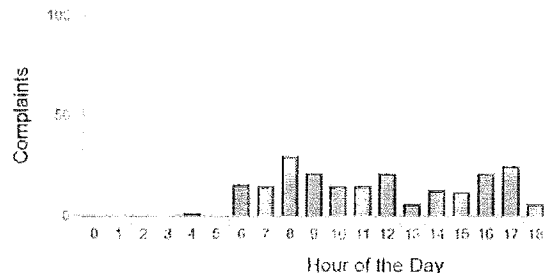
Attachment #1

Complaint Statistics

	24 hrs	7 days	30 days	Total
Your Complaints for KBUR	27	113	333	333
All Complaints for KBUR	3,034	18,181	81,519	405,427
Your Complaints for KVMY	6	11	47	47
All Complaints for KVMY	1,019	4,252	19,872	61,666
All Complaints for Zip 91423	658	4,719	22,269	107,406

NOTE: The complaint counts received by airport authorities may differ from the numbers shown above. Please see the Overview page for more information.

Complaint Distribution by Time of Day



Complaints (10 most recent)

Status	Date/Time	Airport	Type	Operator	Flight	A/C Type	Operation
SENT	February 24, 2019 21:18	KBUR	Commercial, Business Aviation	Alaska Airlines	SKW3378	E75L	Departure
SENT	February 24, 2019 21:02	KBUR	Commercial, Business Aviation	VMI ENTERPRISES LLC - LAS V...	N600VM	C25M	Departure
SENT	February 24, 2019 20:54	KBUR	Commercial, Business Aviation	Southwest Airlines	SWA4065	B737	Arrival
SENT	February 24, 2019 20:34	KBUR	Commercial, Business Aviation		SWA46	B737	Departure
SENT	February 24, 2019 20:32	KVMY	Commercial, Business Aviation	ZIONS CREDIT CORP - SALT LA	SJE62	GLF4	Departure
SENT	February 24, 2019 20:24	KBUR	Commercial, Business Aviation	Alaska Airlines	SKW3366	E75L	Departure
SENT	February 24, 2019 20:16	KBUR	Commercial, Business Aviation	JetBlue Airways	JBU2338	A320	Departure
SENT	February 24, 2019 20:04	KBUR	Commercial, Business Aviation	Southwest Airlines	SWA3543	B737	Departure
SENT	February 24, 2019 19:55	KBUR	Commercial, Business Aviation	Southwest Airlines	SWA3230	B737	Departure

February 19, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Laurelwood and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

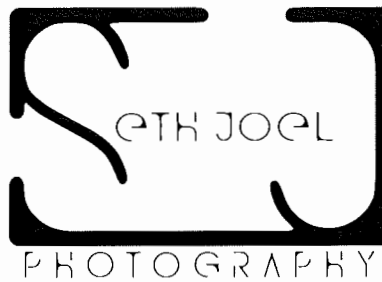
Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Alex Intelligator
11455 Dona Pegita Dr.
Studio City



February 27, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in N. Hollywood and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. The noise levels are so loud I have to call people back if a flight comes overhead during a phone call. My wife turns the TV on blast because she can't hear the headline news. Entertaining outside during the summer is a series of apologizes to our guests.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,
Seth Joel 11025 Hortense St. N. Hollywood, CA 91602

Observe, Capture, Connect

seth@sethjoel.com

From: **lorraine jonsson** <lorjonsson@gmail.com>
Date: Monday, January 28, 2019
Subject: Please Submit Complaint
To: UproarLA@gmail.com

I live on Oakfield Drive in Sherman Oaks in the hills below Mulholland and parallel to Beverly Glen. The change in flight patterns and the increase in the frequency and number of air traffic from both the Burbank and now Van Nuys airports is an assault on the quality of life in our neighborhood. We are completely under siege by constant and continuous air traffic 24/7 without relief.

It is inhumane and unconscionable that we are expected to tolerate this huge influx of air traffic without any warning, compromise, alternative solutions or transparency. Basically the FAA is telling us that we don't matter and that commercial, cooperate and private jets and helicopters have superior rights any time of day or night over the neighborhoods in which they disturb and pollute. Are we suppose to grin and bear this while transient air traffic over head have no restrictions.

I work at home and I cannot make phone calls or have conversation without interruption. I cannot leave my windows open because a very fine grey dust settles on my furniture. I can not go for a walk in Franklin Canyon Park or Fryman Canyon without the constant rumble of aircraft. Where there use to be birds there are now planes. The sky is riddled with jet streams. I am surprised that there has not been mid air collisions with so many planes flying minutes from one another in different directions. What is the FAA going to do? Triple pane our windows shut, hand out headphones and air masks and make us live this way. I am a cancer survivor. I am concerned for my health. The constant noise throughout the day and the interruption of sleep early in the morning and late into the night is stressful and unhealthy. It is like electric shock treatment. It NEVER lets up. There is NEVER a break. I did not buy into this when I purchased my home. I live in an historical designated street and planes fly directly over my house minutes apart seven days a week. I invite anyone to come and live in my house for one day and one night and tell me that I am supposed to just let this happen and go about my business. No this is intolerable and it is wrong!

Why would they make the decision to change the flight pattern to fly over protected land and parks that people from all over the City use for solace and recreation. Why would they fly over the many schools in this immediate area, Why would they fly planes over homes and historical designated areas that are already higher in attitude than other areas.. Why would they depreciate the value of our homes and lives. Why would they assault us with a disproportionate amount of air traffic. These areas are already subject to previously bad transportation planning on the ground. We are already assaulted with huge amounts of commuter rush hour traffic. Why should we bear the brunt on all transient traffic on the ground and now in the air. This is where we live. This is outrageous and criminal. There is no reason not to go back to previous flight patterns that have

worked and to find new alternative solutions to the "expansion". There is only one reason for the FAA and the airports not to do the right thing. and that reason is unacceptable.

Lorraine Johnson
3759 Oakfield Drive
310-418-4567

To FAA/BUR,

My name is Josh Justman, I live in Encino in the hills.

Since the flightpaths have changed, we can hear them up until midnight; they fly so close over my house that my house constantly shakes.

Our newborn baby wakes up three times a night because of these jets.

On top of that when we are outside in our backyard we can smell fumes from the Jets polluting the beautiful Santa Monica Mountains around us and I'm sure damaging my sons lungs.

Please stop the new terminal unless you change the flight paths back.

Best,

Josh Justman

February 26, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my family's life and my work. I see planes flying over my children's school, Carpenter Community Charter numerous times each day. They hear the flights both from their classes and on the yard at recess.

I work from home – sometimes I can't hear people on the other end of my conference calls because a jet is flying over my house. I hate that my kids are being exposed to all that pollution both at school and in our yard. A new terminal at Burbank airport would only make the problem worse than it already is.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Francie Kaplan
11566 Dona Teresa Drive,
Studio City, CA 91604

P.S. Just in the few minutes that I've been writing this letter, three planes have flown over my house!

Linda Chaman Katiraei
2483 Angelo Drive
Los Angeles, CA 90077
lindachamanmph@gmail.com
310.993.1909

February 26, 2019

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Bel Air Ridge, a community near Mulholland and Beverly Glen Boulevard, and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my family's quality of life. When we bought our house in Bel Air Ridge, we had the intention of living in a quiet, clean neighborhood with a safe and pollution-free school district with only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Flights occur at all hours, the ones occurring around 6am and 12am wake me, my husband and 2-year-old daughter routinely. Health effects of being so close to the aircraft are severe.

A study done by UCLA regarding effects of Santa Monica Airport's pollution on its surrounding districts found **increased rates of respiratory and cardiovascular disease including asthma, bronchitis, and increased risk for sudden death and carcinogenic risk. It also found irreversible decrease lung function in children. They also found disruption of the hormonal balance in adults, reproductive abnormalities with exposure during pregnancy and lower IQ scores in children.** In light of these findings, I am sure that you can understand our abject terror and anxiety over the safety risks for our family, our parks and our schools. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly **without conducting any Environmental Studies for our area.** The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

Linda Chaman Katiraei
2483 Angelo Drive
Los Angeles, CA 90077
lindachamanmph@gmail.com
310.993.1909

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Linda Chaman Katiraei
2483 Angelo Drive
Los Angeles, CA 90077



February 16, 2019

RE: Burbank Airport Expansion / Noise

Dear FAA/Burbank Airport,

I am not opposed to the existence of the Burbank Airport, per se, nor to the safe and considerate flights of aircraft in and out of that facility. I am, however, deeply disturbed by the impact on my surroundings caused by recent changes to aircraft flight paths imposed by NextGen.

The FAA has implemented NextGen in the San Fernando Valley without consultation with valley residents impacted by its narrow-focused, half-mile corridors. Most egregiously, that implementation was initiated without an environmental impact study to determine the effect of the flight paths on humans, animals, vegetation and environmental factors such as air quality, property value, fire safety and general quality of life. The FAA claims that the narrow corridors promote efficiency and provide separation from other aircraft. That seems like a weak argument to justify the scale of disruption the policy has wrought on the residents living under the new flight paths.

The sheer frequency of flights over the impacted communities brings to mind the oppression of war zone noise. The heights of the jets over our roofs makes living in these once tranquil neighborhoods the equivalent of living at the end of a runway. The waypoints established by NextGen, ironically our neighborhood schools, force jets to make the apex of their turns directly over the hillside communities whose elevation AGL is shockingly close to the aircraft elevations. These planes are accelerating to gain altitude over our homes and, with that maximal burning of jet fuel, depositing harmful particulates onto our roofs and into our lungs.

Consider the consequences to affected communities of the NextGen flight paths as they exist today:

- Incessant noise levels in the 70-80 decible range with flights out of BUR every 1 to 10 minutes daily.
- Potential health hazards from jet fuel pollution concentrated in the air over our homes
- Fire safety in highly flammable hillside communities in the event of a plane crash catastrophe.
- Disruption in sleep, concentration and focus for all affected residents and, most significantly, disruption of children's ability to learn and concentrate in the multiple schools affected by the aircraft noise.
- Reduction in property values of homes affected by these flight paths.
- Disruption to wildlife habitats in the hills surrounding our homes.

My neighbors and I are resolved to oppose any expansion of the Burbank Airport until and unless we see significant and permanent relief from the NextGen flight

paths. If the airport is at all interested in maintaining positive relations with its neighbors, I would respectfully request immediate effort towards influencing the FAA to move flight paths out of the protected Santa Monica Mountains, with more dispersal, higher altitudes, runway rotation as well as other mitigation techniques.

Our community should not be exposed to the hyper-concentrated noise and pollution it currently endures emanating from the Burbank Airport. We will adamantly oppose any expansion of airport facilities and runways until we return to sustainable and fair distribution of flights in the San Fernando Valley.

Thank you,



Doron Kauper
dkauper@me.com

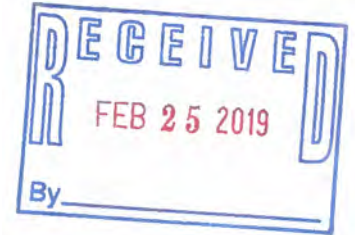
DORON
kauper

February 20, 2019

TO: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

RE: Burbank Airport Expansion / Noise

Dear FAA / Burbank Airport,



I live in Sherman Oaks. I am not opposed to the existence of the Burbank Airport, per se, nor to the safe and considerate flights of aircraft in and out of that facility. I am, however, deeply disturbed by the impact on my surroundings caused by recent changes to aircraft flight paths imposed by NextGen.

The FAA has implemented NextGen in the San Fernando Valley without consultation with valley residents impacted by its narrow-focused, half-mile corridors. Most egregiously, that implementation was initiated without an environmental impact study to determine the effect of the flight paths on humans, animals, vegetation and environmental factors such as air quality, property value, fire safety and general quality of life. The FAA claims that the narrow corridors promote efficiency and provide separation from other aircraft. That seems like a weak argument to justify the scale of disruption the policy has wrought on the residents living under the new flight paths.

The sheer frequency of flights over the impacted communities brings to mind the oppression of war zone noise. The heights of the jets over our roofs makes living in these once tranquil neighborhoods the equivalent of living at the end of a runway. The waypoints established by NextGen, ironically our neighborhood schools, force jets to make the apex of their turns directly over the hillside communities whose elevation AGL is shockingly close to the aircraft elevations. These planes are accelerating to gain altitude over our homes and, with that maximal burning of jet fuel, depositing harmful particulates onto our roofs and into our lungs.

Consider the consequences to affected communities of the NextGen flight paths as they exist today:

- Incessant noise levels in the 70-80 decible range with flights out of BUR every 1 to 10 minutes daily.
- Potential health hazards from jet fuel pollution concentrated in the air over our homes
- Fire safety in highly flammable hillside communities in the event of a plane crash catastrophe.
- Disruption in sleep, concentration and focus for all affected residents and, most significantly, disruption of children's ability to learn and concentrate in the multiple schools affected by the aircraft noise.

- Reduction in property values of homes affected by these flight paths.
- Disruption to wildlife habitats in the hills surrounding our homes.

My neighbors and I are resolved to oppose any expansion of the Burbank Airport until and unless we see significant and permanent relief from the NextGen flight paths. If the airport is at all interested in maintaining positive relations with its neighbors, I would respectfully request immediate effort towards influencing the FAA to move flight paths out of the protected Santa Monica Mountains, with more dispersal, higher altitudes, runway rotation as well as other mitigation techniques.

Our community should not be exposed to the hyper-concentrated noise and pollution it currently endures emanating from the Burbank Airport. We will adamantly oppose any expansion of airport facilities and runways until we return to sustainable and fair distribution of flights in the San Fernando Valley.

Thank you,



Doron Kauper
dkauper@me.com

Rosemarie Thomas-Kauper

February 18, 2019

To: Mr. David F Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

My life has changed significantly since the FAA implemented Next/Gen in the San Fernando Valley and where I live in the Santa Monica Mountains.

Not only did the FAA implement NextGen in Studio City/ Sherman Oaks without consultation with valley residents but it was done without an environmental impact study to determine the effects of the flight patterns on Humans, wildlife, vegetation, FIRE safety(especially for those of us living in a canyon), quality of life and mostly air quality.

The sounds reverberates and echoes immensely in a canyon.

The waypoints established by NextGen forces jets to make the apex of their turns directly over the hillside communities whose elevation is shockingly close to the aircraft elevations. These planes are accelerating to gain altitude over our homes and with that maximal burning of jet fuel, deposit harmful particulates onto our roofs, gardens, homes and into our lungs.

I no longer walk and hike in my neighborhood, plant a vegetable garden, open my windows or sit in my back yard.

I have had to double the strength of my inhaler since the new flight pattern started.

Imagine not being able to open ones windows due to the particulates and enormous noise! If we sit outside in our backyard, we have to stop talking when a plane goes over our house in order to hear each other.

I am woken at ALL hours of the night. I am forced to sleep with ear plugs and yet I still hear the planes. I am sleepless and exhausted.

3662 Ventura Canyon Avenue · Sherman Oaks CA 91423

Telephone 818/907/6029 · FAX 818/804/5121

Email: rose@homeopathyway.com



From: **Rose Kauper** <rose@homeopathyway.com>

Date: Sun, Jan 27, 2019 at 11:28 AM

Subject: COMMENTS TO THE FAA

To: <UproarLA@gmail.com>

I bought my home because I love Nature. In fact, the tag line on the sales site was titled "Nature's Retreat". The house is located in a quiet Canyon filled with many different animals. We used to have Red Tail Hawks, a variety of bird species, deer, bob cats, snakes, skunks and coyotes. ALL GONE since the new flight pattern.

We all know that sounds ECHO in a Canyon! We have over 200 airplanes a day echoing over our home.

This canyon is a designated Fire Zone What if there was a crash? Highly dangerous!

Since the 'NextGen' flight pattern change, I've had to DOUBLE the strength of a steroidal inhaler in order to breath when I walk in my own neighborhood, My walks are now restricted due to increasing health concerns. We are being bombarded with particulates and pollutions. I love fresh air but can no longer open my windows. In fact, I am having to replace all the windows in my house to mitigate the air traffic noise.

There is a voluntary curfew at the Burbank Airport yet numerous flights originate and land there throughout the night. There's NO effective curfew at the Van Nuys airport and endless flights of helicopters and various general aviation aircraft throughout the night. It's hard to fall asleep with that noise and hard to stay asleep.

We have planes at 1am, 2am, 4am & 5am

I am NOT willing to support the "replacement terminal at Burbank Airport UNLESS those destructive flight paths are corrected.

I would move but, wait, I can't because no one will buy my house now due to the airplane noise.

Thank you,
Rose Kauper

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear David,

This proposed Expanded Terminal represents a profound threat to our LA Valley communities. Through cumulative actions taken by FAA/BUR, our communities and protected parklands have been fundamentally degraded – severely reducing quality of life by massively increasing noise and pollution. The proposed Expanded Terminal at Burbank will guarantee increased efficiency, even without adding more gates. **That means more flights, larger jets and jets flying even closer together.** The proposed Expanded Terminal will add significantly to the numerous cumulative negative impacts we are already experiencing under the disastrous 2017 change in flight path that occurred without notice or environmental study. **We cannot allow the proposed Expanded Terminal to go forward without fundamental and comprehensive changes in the flight path, protection of our communities and parklands, and limits on airport growth and operations.**

FAA'S Environmental Impact Statement (EIS) must define the "Affected Area" to include the footprint of procedures overflying the noise-sensitive hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains. All Environmental Resource Categories should be evaluated and analyzed in the "Affected Area" thus defined.

Cumulative Future Impacts Directly Resulting From Proposed Expanded Terminal:

*The terminal expansion must not be considered in a vacuum. NEPA requires that the FAA evaluate the impact of its action (replacing the terminal) "when added to other past, present, and reasonably foreseeably future actions," whether direct or indirect (40 CFR 1508.7, 1508.8). The impact the proposed Expanded Terminal will have must be considered along with all other cumulative impacts.

*The proposed Expanded Terminal, with its greater size, increased amenities, and improved airside facilities, will increase efficiency, allow for processing of more passengers, and result in a greater number of flights and larger jets.

*The proposed Expanded Terminal is expected to have the same number of gates (14) as the existing terminal. However, with its increased size, it is reasonably foreseeable that more gates will be added in the future, and therefore must be considered as a cumulative impact. All it would take to expand beyond 14 gates is approval by the City of Burbank. The City of Los Angeles would have no say in the matter.

*The FAA is underestimating its impact on our communities and underestimating future growth. Although passengers (enplanements) at Burbank Airport (BUR)

have increased 28% over the last 3 years (11.7% of that in 2018 alone), the FAA is projecting growth from 2019 through 2029 at only 1.2% to 2% annually. These projections are simply not credible. In fact, in marketing materials, BUR touts that growth is explosive, stating, "the airline industry is only now beginning to fully recover from the Great Recession" (LA Curbed Article 2/7/19). The proposed state-of-the-art Expanded Terminal will further increase passenger numbers, thereby multiplying the cumulative impacts on the Affected Areas.

*BUR estimates that the proposed Expanded Terminal will cost \$1.24 billion, significantly increased from the originally estimated \$400 million. To increase revenue, as they must do, BUR will increase capacity by bringing in more passengers in larger jets. Larger, heavier jets will make slower turns, driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the Affected Areas.

*Expanded Cargo Facilities will encourage more cargo jets creating heavier, slow-to-gain-altitude jets that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

*Expanded General Aviation Facilities will encourage more general aviation aircraft that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

Metroplex and Cumulative Impacts:

* Proposed Expanded Terminal process must be halted until all cumulative actions taken by FAA/BUR that have already severely impacted Affected Areas are mitigated and alternatives are found.

*Previous cumulative actions taken by FAA/BUR that must be considered in combination with the proposed Expanded Terminal include, but are not limited to, the following:

- The current, unauthorized departure procedures implemented in 2017 at same time as Metroplex;
- Proposed departure procedures OROSZ THREE AND SLAPP TWO;
- Skyrocketing passenger and operations growth at both BUR and Van Nuys Airport (VNY);
- Changes in flight path at nearby VNY;
- Impending closure of Santa Monica Airport that has created increased operations at BUR and VNY; and
- Increase in helicopter traffic that must fly below the jets from both BUR and VNY, creating a stacking effect.

All of the above actions currently contribute to, and will continue to contribute to, increased cumulative impacts on residents, students, local business, film industry, and parklands that are under the narrow, focused flight path.

*The FAA's Environmental Impact Statement (EIS) must not claim a baseline that includes the currently flown unstudied and undisclosed departure procedures introduced in 2017. To do so would constitute a **false baseline**. To do an accurate comparison, the FAA must use pre-Metroplex conditions as a baseline to compare the impacts that the proposed Expanded Terminal would have on the environment and surrounding communities, in other words, compare the proposed Expanded Terminal impacts to the time period before NextGen was even being considered (2014 or earlier).

*It has already been determined by an independent analysis conducted by Landrum & Brown that the BUR flight paths shifted south in a concentrated path over the Affected Areas. This change in flight track occurred in early 2017 without notice or environmental study. Prior to 2017, there was only occasional jet noise. Now there is a constant, disruptive, low, loud jet disruption in our formerly tranquil, hillside neighborhoods. The proposed Expanded Terminal will amplify these impacts that the FAA/BUR has failed to address/mitigate despite intense and widespread public controversy.

*BUR proposed procedures SLAPP TWO and OROSZ THREE would make permanent the current path that FAA/BUR began vectoring in March 2017, without notice or environmental study, over the Affected Areas. BUR has stated that the FAA is planning to do an Environmental Analysis (EA) as a result of extreme public outcry. Such EA is expected to take 12-18 months. The proposed Expanded Terminal must be put on hold NOW and not proceed until the FAA completes its process.

*Through its own analysis, VNY reports an increased number of departures by 35% since 2016. It has also moved departure path HARYS TWO south and east (with institution of waypoint PPRRY in May 2018) to traverse the same portion of the Santa Monica Mountains that BUR currently impacts by its departures; and that the proposed departure procedures SLAPP TWO and OROSZ THREE will continue to impact by adding waypoints JAYTE and TEAGN. The proposed Expanded Terminal must not proceed until these paths, already cumulatively impacting Affected Areas, are changed, and paths consistent with Section 175 of the FAA Reauthorization Act are explored.

*Both BUR and VNY estimate a projected 15% increase per year in air traffic, which will contribute significantly to the current air noise over the Affected Areas. The proposed Expanded Terminal will compound these projections.

*Santa Monica Airport (SMO) shortened its runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the Affected Areas. SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the Affected Areas.

Impacts to Protected 4(f) Parkland:

*Under Section 4(f) of the U.S. Department of Transportation Act, the FAA must avoid potential impacts to "publicly owned parks, recreation areas (including recreational trails), wildlife and water fowl refuges, or public and private historic properties" (23 CFR 774). The FAA is required to look at all other alternatives to avoid overflying 4(f) protected parkland and has failed to do so. The new, more efficient Expanded Terminal must not move forward until the FAA abides by this statutory law and finds alternatives to the cumulative actions already taken by FAA/BUR. Viable alternatives have already been presented to the FAA in a comment letter by the City of Los Angeles, dated November 16, 2018, that the FAA has failed to consider thus far. The Expanded Terminal will further degrade our public parklands – our quiet refuge from noisy city life. It will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited. Mountains Recreation & Conservation Authority and Santa Monica Mountains Conservancy consider "quiet to be a critical component of the natural lands visitation experience" (SMMC Letter 1/28/19). The Expanded Terminal combined with other actions taken by FAA/BUR "contribute to a continually increasing level of impacts inconsistent with the recreational and quiet refuge values of the affected natural parklands" (SMMC Letter 1/28/19).

Mountainous Topography Amplifies All Cumulative Impacts:

*Hillside/canyon acoustics exacerbate noise. Many of those in the Affected Areas live in the Santa Monica Mountain range and foothills at elevations of 800 to well over 1000 feet, thereby making aircrafts' effective Above Ground Level (AGL) altitude lower than if overflying flat land. Noise concentrates in bowl-like canyons and sustains and bounces off mountains in all directions, creating more noise for everyone, even spilling and deflecting to neighborhoods outside the immediate hillside area. The FAA/BUR has failed to consider this aggravating circumstance when taking previously cumulative actions to re-route low-flying jets over this type of terrain and must consider, study, and measure the unique topography when considering how the Expanded Terminal will further amplify already devastating cumulative noise impacts.

Wind and Weather Impacts:

*Wind and weather paths are increasingly becoming the norm. Wind Day Paths bring arrivals over affected communities instead of departures. Extremely low landing altitudes over terrain with many obstacles increase danger to aircraft and passengers as well as to those on the ground. Significant health risks are magnified. The efficiency of the state-of-the-art Expanded Terminal will increase the frequency of low altitude arrivals and contribute to an already dangerous action taken by FAA/BUR.

Safety Impacts:

*Increasingly, simultaneous departures and arrivals, often within 1,200 feet of each other, are occurring over mountainous terrain. This practice contributes to and significantly worsens the dangerous cumulative safety impacts and the welfare of

our communities. The new, more efficient Expanded Terminal will increase this phenomenon. It will also increase the sheer number and frequency of aircraft traversing the mountains at lower altitudes, thereby compounding the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires, that will spread through the Santa Monica Mountains. Lack of ingress and egress through the terrain make it impossible for emergency vehicles to pass. This is exceedingly reckless and constitutes a dereliction of the FAA's obligation to society.

Health Impacts:

*The new, more efficient Expanded Terminal will increase the already burdensome cumulative negative health effects from constant, low-flying jets over elevated terrain that degrade air quality and cause serious health problems:

- Health effects of jet pollution are severe. Jet fuel emissions are a toxic stew of benzene and hazardous chemicals. At or below 3,000 feet (mixing level), particulates fall to the ground rather than being absorbed in the atmosphere. Fine particulate emissions are dangerous and cause respiratory disease, heart disease and cancer. Children and the elderly are "sensitive receptors" and are most susceptible. Air quality degradation will be increased, threatening the health of residents, students, and visitors. The greater the volume and frequency of jet overflights, the greater the pollution, and the greater the cumulative health risk.

- Health effects of noise are severe. According to the World Health Organization and a Columbia University study, noise has been proven to cause heart and lung disease, strokes and even reduce longevity. The greater the volume and frequency of jet over flights, the greater the cumulative health risk.

- Noise increases disruption in schools and interferes with students' ability to learn. Hillside schools are not designed to be under a flight path. They were not built near a freeway and therefore do not have soundproofing, triple paned windows, or air filtration. Flight frequency due to the higher efficiency of the proposed Expanded Terminal will increase cumulative impacts already suffered by our children as a result of previous actions taken by FAA/BUR.

Economic Impacts:

*The new, more efficient Expanded Terminal will increase the economic loss already experienced in the Affected Areas.

- Negative effects on local businesses and restaurants will increase.

- The film industry centered in Studio City is already disappearing due to current unauthorized flight paths that a New Terminal would exacerbate. TV and film shoots in Studio City and Sherman Oaks - a critical part of our local economy, with CBS Television Studios a huge contributor of jobs and local tax revenues - would be severely affected by the Expanded Terminal. Crews already have to "hold a shot" every 90 seconds as a flight passes due to other cumulative actions already taken by

FAA/BUR. Many on-location shoots are simply moving elsewhere due to the constant noise.

-Home values have already been impacted and are on the decline. Cumulatively, this, in turn, causes a massive reduction in tax revenues to the City of Los Angeles.

Construction Environmental Impacts:

*Residents near BUR and along the soil export route have grave concerns about vast amounts of contaminated soils traversing their neighborhoods, potentially exposing them to dangerous materials. Residents near BUR also have concerns about the growth of the airport, as well as increased traffic surrounding the airport, and air pollution from traffic.

Mitigation:

*Based on prior actions taken by FAA/BUR, mitigation of harm must be implemented before plans for the proposed terminal can continue. The damaging and unreasonable cumulative impacts resulting from BUR/FAA action, as evidenced by widespread public controversy, must be addressed and resolved. Meanwhile, all plans for the proposed Expanded Terminal must immediately cease.

-FAA must address and consider request from BUR to use Section 175 of the FAA Reauthorization Act to create dispersed lateral tracks away from the 4(f) protected Santa Monica Mountains. Use of Section 175 has the support of the City of Los Angeles through its Resolution dated 2/5/19.

-FAA must consider a full "reset" of BUR path to the historical dispersed path.

Kevin Keegan
Julie Keegan
Olivia Keegan
Jessica Keegan

4207 Teesdale Ave.
Studio City Ca 91604
Ten Eyck & Keegan, Inc.
415 717 5518
kevin@tekconstructors.com
tekconstructors.com

February 27, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. We have constant planes overhead with no break day or night. The planes are very low taking off and landing so we can hear it inside the house not just on our patio. It's become disruptive to our family and we are fearful of the impact in the long run. There have never been so many planes and even when we had them going overhead in the past, they were very high and not very loud. This is upsetting and since I started writing this letter, I have had 3 planes pass over my house. I am indoors with doors and windows closed and can clearly hear them. It's even worse at night when we're trying to sleep!

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,



Kathy Kelada

13166 Valley Vista Blvd, Studio City, CA 91604

Current Issues Related to Flight Path Changes From Burbank Airport:

* The new flight path now flies directly over our house, at all times of day and night. We have logged 180 flights per day (and counting), even at 2:30am, 3:30am, 4:30am, 5:30 and 6:30am. From roughly 6:45am onward, flights are frequently less than 1 minute apart.

* It is virtually impossible to fall asleep before midnight without being awakened by aircraft flying overhead, we are regularly awakened throughout the night, and our mornings begin by being awakened between 5:30am and 6:30am as flights steadily increase in frequency throughout the day and into the evening. I begin every day angry at the disruption of sleep and of our lives. We can no longer enjoy sitting outside on our patio due to the unrelenting noise and pollution of aircraft passing above us. We cannot leave our windows open. If we experience 20 minutes of quiet between the hours of 6:30am and 10:30pm we count ourselves lucky.

* We have clocked some flights flying as low as 600 feet!! We can clearly read the airline name and trademark along the side of the aircraft.

* The constant, intense noise pollution makes being at home, which should always be one's safe haven, often nearly unbearable because the noise is constant and there is no way to escape it (even wearing noise cancelling headphones and/or earplugs.) Nor can we escape by leaving the house: go for a hike or a bicycle ride anywhere in the neighborhood or nearby parks, the planes are still constantly there, and even louder because there are no walls, roofs or windows to even partially mute the noise; go to a restaurant, coffee shop, bar, grocery store, the constant aircraft noise is still there as you bike, walk or drive to your destination and while you are in the establishment. Hell hath no escape.

* Home prices will be/are being adversely affected and could ultimately result in either literally being unable to sell, or having to sell our home for far less than its value and worth due to this issue. We are facing the very real threat of being forced to move to maintain our physical and

mental health while at the same time suffering a devastating financial loss.

* The very fact that this plan was implemented with Zero involvement of the affected communities, let alone any advance warning that it was about to happen, speaks loud and clear to a complete disregard for a community and its residents and the resulting effects are destroying the community of Studio City, which, to quote multiple news, print and media sources, is "being hammered." SHAME ON THE FAA, AND SHAME ON BURBANK AIRPORT!!!

Cumulative Future Impacts Directly Resulting From New Terminal:

* It has already been determined by an independent analysis conducted by Landrum & Brown that the flight paths out of Burbank Airport (BUR) shifted south in a concentrated path over the hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains (Affected Areas). This change in flight track occurred without notice or environmental study.

* The new Terminal will increase efficiency, leading to a greater number of flights and larger jets. The proposed "Replacement Terminal" at BUR will contribute significantly to increased cumulative impacts on the affected areas.

* In their operations meeting on November 5, 2018, BUR estimated that the new terminal would cost \$1.24 billion, significantly increased from the originally estimated \$400 million. They proposed that they would be in "lockstep" with the airlines they serve in order to increase revenue to pay for the new heightened cost of the terminal. To increase revenue, they must increase capacity by bringing in more passengers on larger jets. Larger, heavier jets will make slower turns driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the affected areas.

* The expansion of airside facilities such as the construction of a new 413,000 square foot aircraft ramp and the extension of Taxiway A and C

will allow for improved operation efficiency and larger aircraft, thereby increasing cumulative impacts on the affected areas.

Other Cumulative Future Impacts:

* The expansion must not be considered in a vacuum. It must be considered along with all other cumulative impacts such as the current, unauthorized procedures, proposed procedures, and nearby flight paths from Van Nuys Airport and other SoCal Metroplex Airports.

* BUR proposed procedures SLAPP TWO and OROSZ THREE would make permanent the current, path that FAA/BUR began vectoring in March 2017, without notice or environmental study, over the affected areas.

* Van Nuys Airport (VNY) has increased the number of departures by 35% since 2016 and has moved their path HARYS TWO south and east (with institution of waypoint PRRRY) to traverse the same portion of the Santa Monica Mountains that BUR currently impacts by vector and that the proposed procedures SLAPP TWO and OROSZ THREE will continue to impact.

* Both BUR and VNY estimate a projected 15% increase per year in air traffic, which will contribute significantly to the current air noise over the affected areas.

* Santa Monica Airport (SMO) shortened it's runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the affected areas. SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the affected areas.

Health and Safety Impacts:

* The new, more efficient terminal will increase the already burdensome negative health and safety impacts from constant, low-flying jets over elevated terrain that degrade air quality and cause serious health problems including heart disease. It will also increase disruption to our schools.

Economic Impacts:

* The new, more efficient terminal will increase the economic loss already suffered by our local businesses and film industry. Home values have also been impacted and are on the decline.

Impacts to Protected 4(f) Parkland:

* The new, more efficient terminal will further degrade our public parklands – our quiet refuge from noisy city life. It will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited.

Construction Environmental Impacts:

* Residents near the airport and along the soil export route have grave concerns about vast amounts of contaminated soils traversing their neighborhoods, potentially exposing them to dangerous materials. Residents near the airport have concerns about the growth of the airport, as well as increased traffic, and air pollution from traffic.

Alternatives:

If BUR wants to build a new terminal, other alternatives must be considered such as:

* Stopping the export of noise and negative impacts to Los Angeles. Reroute the flights over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the air

noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.

- * Restore the historical 6-mile wide flight path, proven safe for decades.

- * Consider multiple tracks and alternate tracks in ALL directions. We have witnessed successful northern departures by all jets, as well as eastern departures.

- * Consider relocation of airport to less populated area.

A handwritten signature in blue ink, appearing to read 'David A. Kimball', with a long horizontal flourish extending to the right.

David A. Kimball
Homeowner and 21-Year Studio City Resident
4227A Colfax Avenue
Studio City, CA 91604

From: **David A. Kimball** <davidakimball@zoho.com>
Date: Sun, Jan 27, 2019 at 5:54 PM
Subject: Aircraft noise in Studio City from Burbank Airport
To: <UproarLA@gmail.com>

To whom it may concern:

My name is David A. Kimball. My wife and I live in Studio City on Colfax Avenue near Ventura Blvd. (one of the new NextGen waypoints). Since the advent of NextGen we have been subjected to constant and pervasive aircraft noise throughout the day and night. We record and register complaints for between 150-180 low and loud flights every day (and that doesn't count the flights that pass overhead while we are out of the house or otherwise unable to log a particular occurrence). The majority of flights pass directly over our home, often 2 minutes or less between flights; sometimes two or three aircraft simultaneously. There are significant periods of time where the noise is literally constant, one flight approaching while the flight before is leaving. Planes are frequently so low that we can read the logos on the fuselage. It is virtually impossible to fall asleep before midnight without being awakened by aircraft flying overhead, we are regularly awakened throughout the night, and our mornings begin by being awakened between 5:30am and 6:30am as flights steadily increase in frequency throughout the day and into the evening. I begin every day angry at the disruption of sleep and of our lives. We can no longer enjoy sitting outside on our patio due to the unrelenting noise and pollution of aircraft passing above us. We cannot leave our windows open. If we experience 20 minutes of quiet between the hours of 6:30am and 10:30pm we count ourselves lucky. We have lived in our home in Studio City for 21 years. We have put a lot of time, effort, and money into creating a home that we are proud of and, until the NextGen flight path changes, very happy with. We love our community, friends and neighbors. We do not wish to move, but we are now, for the first time, considering selling and moving out of the area if this unbearable assault on our lives continues.

Thank you,

David A. Kimball

Dear David F. Cushing, Patrick Lammerding, Mark Hardymont, and Mayor Emily Gabel-Luddy,

I'm a resident of Studio City, living directly under these new flight paths, and a father of a first grader who goes to school every day at Carpenter Community Charter, also directly under the new loud, low, and concentrated flight paths out of Burbank Airport. Thank you for this opportunity to comment on Burbank Airport's proposed expansion. Any expansion of Burbank Airport would be grossly inappropriate at this time.

As you are certainly aware, within the past year, Burbank Airport has implemented two amendments to the departure routes out of its airport: SLAPP TWO and OROSZ THREE. These two departure routes, as amended, send flights at extremely low altitudes (less than one mile above land) far to the south of the airport. These departure routes were recklessly implemented without a full environmental assessment and without any investigation into Burbank Airport's noise impact area.

By utilizing these arbitrary and capricious new departure routes, Burbank Airport places children, protected lands and residents in harm's way no less than 185 times per day. Astonishingly, Burbank Airport sends approximately 185 flights per day at extremely low altitudes over Bridges Academy, Carpenter Community Charter, Harvard-Westlake School, Walter Reed Middle School and The Buckley School.

Burbank Airport vectors these same 185 flights over the protected Santa Monica Mountains Recreation Area, the largest urban national park in the United States. The Santa Monica Mountains Recreation Area preserves one of the best examples of a Mediterranean climate ecosystem in the world and protects one of the highest densities of archaeological resources in any mountain range in the world. Yet, Burbank Airport aims to destroy this precious resource by effectively using it as an extended runway. As if that were not enough, Burbank Airport is also devastating communities. Although I live many miles from Burbank Airport, I suddenly now must endure the relentless sound of almost 200 planes daily. At all hours of the day and night. 365 days per year. I am constantly awakened from a sound sleep due to the steady stream of low flying planes from Burbank Airport.

Burbank Airport is surrounded by industrial areas and highways to the north, south, east and west. And there are many reasonable alternatives that could be implemented. Burbank Airport chooses, instead, to harass children in schools so that they cannot learn, bombard protected lands until they are destroyed and plague its neighbors with the transmission of cancer and asthma. Burbank Airport is actively damaging communities by decreasing property value and retail/commercial revenues.



It is incumbent upon Burbank Airport to actively assess the numerous adverse impacts of SLAPP TWO and OROSZ THREE and take corrective actions. Only after these corrective actions are implemented can members of the public make an informed assessment of the impact of Burbank Airport's proposed expansion. Until that time, Burbank Airport's growth must be checked, otherwise the damage to our communities will only multiply.

Furthermore, the expansion must include:

Impact Analysis

- A. NEPA requires federal agencies to account for all reasonably foreseeable direct, indirect, and cumulative impacts of a proposed project. Here, the impact analysis must account for the reasonably foreseeable possibility that the replacement terminal — with its expanded amenities and increased efficiency — will result in increased departures and arrivals at BUR even if the number of terminal gates remains constant.
- B. The impact analysis must use an appropriate baseline. In developing the baseline, the FAA should account for the fact that (i) the Metroplex NEPA analysis did not address the actual departure routes currently flown at BUR; and (ii) the number and routing of BUR departures remains in flux. Pre-Metroplex conditions therefore provide the most appropriate and equitable baseline against which to measure project impacts.
- C. To accurately address the significant noise issues at BUR — which will be intensified by the new terminal and supporting infrastructure — the EIS must incorporate and address the following:
 - a. Impacts on all noise-sensitive land uses, including schools, parks, open space, preserves, historic resources, and others.
 - b. Unique topography, including, in particular, the hills and canyons south of the airport.
 - c. Single-event noise measurements.
 - d. California and federal noise metrics.
 - e. The likelihood that aircraft will not adhere to published departure and arrival routes
- D. NEPA requires federal agencies to address the cumulative impacts of their proposed projects together with other past, present, and reasonably foreseeable future actions. Here, the impacts of the terminal replacement project must be considered cumulatively with at least the following:
 - a. The Metroplex project

- b. Changes to, and eventual closure of, SMO, including relocation of some SMO operations to other area facilities.
- c. Changes in operations and routes at VNY
- d. Proposed open SIDs for OROSZ 3 and SLAPP 2 at BUR

Alternatives and Mitigation

- A. NEPA's implementing regulations require the FAA to "rigorously explore and objectively evaluate all reasonable alternatives," and state that this analysis must be "the heart" of the EIS. The regulations further provide that the alternatives evaluated should be based on the affected environment and the environmental consequences of the proposed action. Because noise is one of the most significant impacts at BUR, the FAA must make a good-faith effort to identify alternatives that would decrease noise impacts in surrounding communities. Those alternatives should include, but may not be limited to, the following:
 - a. Alternatives involving time-of-day restrictions
 - b. Alternatives involving changes to departure and/or arrival routes, including changes that would keep departures over the Highway 101 corridor
 - c. Additional procedures allowing different take-off and landing configurations under certain meteorological circumstances
 - d. Alternatives restoring pre-Metroplex routes
- B. We understand that some alternatives may be outside the sole jurisdiction of the FAA. But that fact does not preclude their consideration in the EIS. On the contrary, NEPA requires the FAA to fully consider alternatives that may require planning and approval by other agencies.
- C. An EIS must fully evaluate measures to help mitigate the potential impacts of a proposed project. Noise mitigation is especially important here.

Sincerely,

Matt Labate

matt.labate@gmail.com

415.412.5661



February 19, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Toluca Lake and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study.

Best regards,

Diane Laney
10821 Blix Street #203
Toluca Lake, CA 91602

Mr. David Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Sute 150
El Segundo, CA 90245

February 25, 2019

Dear Mr Cushing,

We live in Studio City, under the recently increased flight path of Burbank airport. This has disrupted our sleep and affected our quality of life. We STRONGLY OPPOSE the replacement terminal.

We like the current airport, it's convenient and manageable, and we don't want the added noise and pollution a new terminal would bring.

I hope this isn't a futile expression, our health and comfort are in jeopardy.

Ken and Michelene Laski
11519 Aqua Vista St
Studio City CA 91604

Ken Laski
Michelene Laski



February 27th, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

We are writing to add our voices in opposition to the New Expanded Terminal at Burbank Airport.

We live in Studio City and are part of the many people suffering under the flight paths that were changed in early 2017 without notice or environmental study.

We both work from home, and the increased and continuous flight noise is impacting our ability to hold phone calls, let alone have in person meetings at our home office.

With three young children, we're seeing them wake up more often because of the ever later flights taking off from BUR despite the voluntary curfew in place. Our quiet time is disrupted ever later in the evenings and then again ever earlier in the morning

We moved into this neighbourhood in 2011 from West Hollywood because of the relative tranquility, and the schools. Now we're finding ourselves subjected to ever increasing airplane noise at home. Our kids' elementary school, Carpenter Community Charter, is directly below the flight path of every single plane coming out of Burbank, causing a lot of noise and distraction for the children in their classrooms and in the yard.

The noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. The FAA must move the paths before proceeding with the replacement terminal!

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,


Oliver Latsch


Paula Latsch

(also for Robin, Lukas, and Felix Latsch)
11224 Canton Drive
Studio City, CA 91604

----- Forwarded message -----

From: <tradgt@aol.com>

Date: Sat, Jan 26, 2019 at 1:15 PM

Subject: Airport

To: <UproarLA@gmail.com>

My husband and I are opposed to the new plans regarding the Burbank Airport. Elinor and Thomas Lenehen

Deirdre Lenihan Sloyan
3915 Ventura Canyon Ave.
Sherman Oaks, CA 91423

Mr. David Cushing
Manager, LA Airports District Office, LAX 600
777 S. Aviation Blvd. #150
El Segundo, CA 90245

Burbank Terminal

Dear Mr. Cushing,

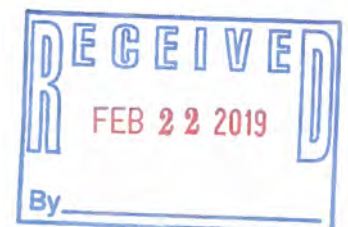
It's hard to believe the FAA chose to change the flight patterns leaving Burbank Airport without a careful review of the harm it causes parkland and natural habitat, and schools. And how it alters the lives of over an hundred thousand residents. In these winter months we are moderately buffered by double pane windows and heating systems, but come spring the enjoyment of barbeques and swimming pools and outdoor sports may be gone forever. As I write this letter I've pressed my airnoise.io twelve times.

I met with the dozen representatives from the FAA at the Pickwick Gardens in Burbank. (November 7&8 2018) They were unprepared to handle our questions and deal with our frustrations. None were from the San Fernando Valley- in fact none were from California. When the Carpenter School (a school in the satellite-based cross-hairs) mothers and students arrived to protest the FAA action, the police were ordered to break up the meeting.

Was airline travel less safe before the March 2017 OROSZ and SLAPP routes were implemented? You'll have to convince us that spewing fuel and strafing parkland are viable ideas.

In the meantime, I think barring the construction of a new terminal at Burbank Airport until the airlines are rerouted is a good hill to die on.

Deirdre Lenihan
Deirdre Lenihan



Sunday February 17, 2019

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. AVIATION BLVD, SUITE 150
EL SEGUNDO, CA 90245

RE: Burbank Airport terminal expansion

Dear Mr. Cushing,

Please be informed that I am against any Burbank Airport terminal expansion until the current FAA flight paths in operation are changed so as to drastically reduce the continual noise bombardment that started here and in the park areas in the Sherman Oaks hills area in the latter part of 2018.

The following excerpt describes exactly how I feel.

This proposed Expanded Terminal represents a profound threat to our LA Valley communities. Through cumulative actions taken by FAA/BUR, our communities and protected parklands have been fundamentally degraded – severely reducing quality of life by massively increasing noise and pollution. The proposed Expanded Terminal at Burbank will guarantee increased efficiency, even without adding more gates. **That means more flights, larger jets and jets flying even closer together.** The proposed Expanded Terminal will add significantly to the numerous cumulative negative impacts we are already experiencing under the disastrous 2017 change in flight path that occurred without notice or environmental study. **We cannot allow the proposed Expanded Terminal to go forward without fundamental and comprehensive changes in the flight path, protection of our communities and parklands, and limits on airport growth and operations.**

Sincerely,

Gary Lewis

3427 Camino de la Cumbre

Sherman Oaks, Ca 91423



February 22, 2019

From: J.D. Lobue
3460 Camino De La Cumbre
Sherman Oaks, CA 91423-4515

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. My wife and I live at 3460 Camino De La Cumbre in the Sherman Oaks hills. We are elderly retirees who have been suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted our quality of life.

Over flights begin as early as 6:00 AM and continue well past 10:00 PM at night affecting our daily lives and interrupting our sleep. The stress we have endured as a result of these flights has made us more susceptible to colds, raised our blood pressure, and caused frequent headaches. We occasionally babysit our 28-month-old great grand daughter whose sleep has been interrupted by the noise of aircraft overhead.

When we invested in our neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside (900 feet), and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. The health effects of being so close to the aircraft are severe.

The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground. Since the flight path change went into effect a black film settles on our home and is readily visible on the windowsills of any open window.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

I am a retired Director. The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already

diminished local filming and threaten the studios and thousands of people who work in the film industry.

Home values are dropping which in turn is potentially reducing by hundreds of millions of dollars, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in black ink, appearing to read "J.D. Lobue". The signature is stylized with a large, looped initial "J" and a cursive "Lobue".

J.D. Lobue
3460 Camino De LA Cumbre
Sherman Oaks, CA 91423-4515

From: **janet Loeb** <janetloeb@gmail.com>
Date: Sun, Jan 27, 2019 at 10:17 AM
Subject: Replacement terminal Burbank Airport
To: <UproarLA@gmail.com>

I am opposed to the replacement terminal for Burbank airport and the plans for increased facility size and jet capacity. We do not need nor can we handle another LAX in this area. Jets do not take off over the water here, they take off over our homes, schools and wildlife. We need to resolve the issues caused by NextGen, not add to them.

Increased traffic, both in the skies and on the ground will negatively impact quality of life for communities across the entire region. Burbank airport is a regional facility and should remain so.

--
janet s. loeb
Studio City

February 25, 2019

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Valley Village 91607, and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life. I cannot comfortably dine outdoors, talk on the phone without my windows completely closed or sleep properly without ear plugs. The flight noise wakes me up every day and interrupts my sleep at night. Even with all of my windows closed, the volume of the noise is horrific. I hear every plane all day long!

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,



Marla London
11830 Hesby Street
Valley Village, CA 91607



February 20, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I'd like to go on record voicing my opposition to the New Expanded Terminal at Burbank Airport. I live in the hills in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 **without notice** or **environmental study**. The flight paths have seriously disrupted my life and my work. The hikes that formerly were a peaceful respite from my busy life, are now interrupted by jet noise from very low flying planes. I work from home and have important business calls made impossible by the sound of the planes.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, **primarily** BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

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Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our **protected parkland!**

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I vehemently oppose the replacement terminal at BUR.

Sincerely,

Deborah Lorenz
11571 Duque Drive
Studio City, CA

February 20, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245



Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. My husband and I are in our late 70s and sleep is elusive at best. When we are awakened at 12 to 1 in the morning by loud airplane noise our meager hours of sleep are ruined and so is our health. During the early morning hours the parade of noise begins and continues through out the day. Staying at home is now almost torture.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

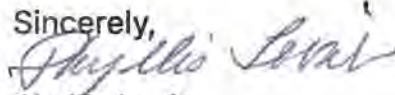
Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by

hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in cursive script, appearing to read "Phyllis Lovit".

Phyllis Lovit,

4529 Tujunga Ave,
Studio City, CA 91602

From: **Roy Lyons** <royslyons@sbcglobal.net>
Date: Sat, Jan 26, 2019 at 10:07 AM
Subject: Burbank expansion
To: <UproarLA@gmail.com>
Cc: Lyons Teri <terilyons@sbcglobal.net>

My wife and I have lived in the hills of Sherman Oaks for 32 years. We both retired a few years ago and were beginning to enjoy a quiet peaceful retirement in our paid off home. Those plans have been completely disrupted by the FAA actions at Burbank. Rerouted departures and now arrivals have caused a distressing cacophony of jet engine noise directly and indirectly through reverberated sounds off the mountains. We now have to live with our windows and doors closed day and night in order to muffle the noise. Yet it is loud enough to remain disturbing. This is not how we envisioned our retirement years. Selling our house is out of the question. Rerouting planes back to the former patterns is the right thing to do. Fix this now.

Roy S Lyons

ROY S. LYONS

3717 STONE CANYON AVE | SHERMAN OAKS, CA 91403 | ROYSLYONS@SBCGLOBAL.NET

February 11, 2019

David F. Cushing, Manager - FAA
Los Angeles Airports District Office
LAX 600
777 S. Aviation Blvd, Ste 150
El Segundo, CA 90245

Subject: Airport Noise

Dear Mr. Cushing:

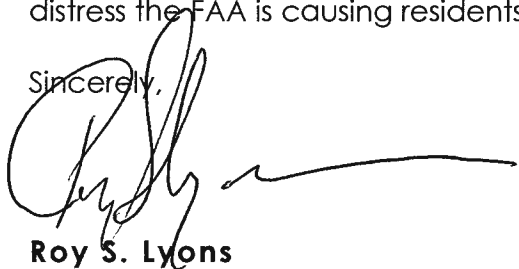
My wife and I have lived in the hills (elevation 890 feet above sea level) of Sherman Oaks for 32 years. We both retired a few years ago and were beginning to enjoy a quiet peaceful retirement in our paid off home. Those plans have been completely disrupted by the FAA actions at Van Nuys and Burbank. Rerouted departures and now arrivals have caused a distressing cacophony of jet engine noise directly and indirectly through reverberated sounds off the mountains. We now have to live with our windows and doors closed day and night in order to muffle the noise. Yet it is loud enough to remain disturbing. This is not how we envisioned our retirement years. Selling our house is out of the question. Rerouting planes back to the former patterns is the right thing to do. This is critical especially in light of the expansions plans underway at both Van Nuys and Burbank. Unless changes are made NOW life for everyone in Sherman Oaks and Encino will continue to worsen.

We understand we live in an urban environment and planes are a normal part of that. We co-existed peacefully with a reasonable amount of noise. With the recent changes, this is no longer reasonable.

Flights passing overhead begin before 6am and past the 10 pm curfew. If you would like to view a chronology of flights as they pass overhead please let me know as they can be retrieved from our Airnoise account.

I look forward to hearing from regarding actions you will take to alleviate the community distress the FAA is causing residents.

Sincerely,



Roy S. Lyons



February 23, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

At it's worst, low-flying jets gaining altitude at full-throttle pass directly over my house at approx. 1000- 1500 ft. This begins at around 6:30 a.m. and continues sometimes with flights every few minutes. It rattles my house in some cases. Occasionally, redeye flights in the middle of the night do the same thing.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

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The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Eric McConnell
4023 Cody Rd. Sherman Oaks, CA. 91403

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I am a Studio City homeowner and one of the many residents that are severely impacted from the flight paths that were changed in early 2017 and done so without notice or environmental study.

Unfortunately the flight paths have seriously disrupted my life, my work and the same for all my neighbors. The anxiety living with this increase noise has dramatically affected my life and I don't want a new terminal that will increase noise and pollution even more. **For that reason, I oppose the New Expanded Terminal at Burbank Airport. It is untenable as it is now.**

When I bought my home back in late 80's, we experienced only occasional, insignificant air traffic. Since the change, the noise level is unbearable with a barrage of aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. I live in the hills, so the low altitudes of the aircraft combined with the higher elevation of the hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds, often overlapping with yet another jet taking off.

Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new,

more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Heidi MacKay
4060 Alta Mesa Drive
Studio City, CA 91604

January 29, 2019

Mr. David F. Cushing, Manager
Los Angeles Airports District Office, LAX-600
El Segundo, CA 90245

Submitted via UpRoarLA.org

Dear Mr. Cushing:

Thank you for this opportunity to comment on Burbank Airport's proposed expansion. Any expansion of Burbank Airport would be grossly inappropriate at this time.

The FAA arbitrarily and capriciously consolidated virtually all air traffic out of Burbank Airport as a result of the recent implementation of two amendments to the departure routes out of its airport: SLAPP TWO and OROSZ THREE without conducting a full environmental impact study. The FAA's contention that these are historical flight paths and therefore will not burden Studio City residents is malarkey. Even if it is true that Burbank Airport is utilizing flight paths that existed in the past, these flight paths were infrequently used and were traversed at much higher altitudes. Having lived in Studio City for the last 30 years (I grew up on Ben Avenue, and now live on Canton Drive), I can definitively state that, at no time in the last 30 years, has there been air traffic over Studio City like we are experiencing now. I challenge any FAA official and/or Burbank Airport official to prove otherwise.

Before the implementation of these new departure routes, I rarely heard 1 or more planes a day passing over my house. Now, on average, I hear in excess of 90 flights per day. My [airnoise.io](#) account (which is a subscription service that allows you to submit complaints to Hollywood Burbank Airport and Van Nuys Airport) confirms that in the 44 days since opening my account, I have personally lodged 3,961 complaints with Burbank Airport. This is a staggering number considering that I am out of the house Monday through Friday from 9:00 a.m. until approximately 9:00 p.m.

Burbank Airport has *not* responded any of the 3,961 noise complaints that I have lodged due to the steady and unrelenting stream of low altitude flights at or near my home. Burbank Airport appears to be employing an ostrich defense in connection with these noise complaints. This course of conduct demonstrates a callous disregard for Burbank Airport's surrounding neighbors that have been negatively impacted by recent implementation of SLAPP TWO and OROSZ THREE. It also suggests that Burbank Airport is flagrantly breaching its "separate duty to reduce noise," as confirmed by the California Supreme Court in *Baker v. Burbank-Glendale-Pasadena Airport Authority*, 39 Cal.3d 862, 873 (1985).

These actions are even more disturbing when you consider how loud and disturbing these flights can be to members of my strictly residential community in the hills of Studio City. For example, I was woken up out of a dead sleep on December 28, 2018, at 4:53 a.m. because of a UPS flight (Flight No. UPS914) above my house at an altitude of approximately 1,300 feet. As someone who slept through the entire Northridge earthquake, the noise emanating from this flight was extraordinary. My attempt to fall back to sleep was interrupted at 5:00 a.m. by a FedEx flight (Flight No. FDX1417) that was at an altitude of approximately 1,750 feet, which was also disturbingly loud.

Of equal concern is the absence of any discussion in the FAA's Draft Environmental Review Proposed Categorical Exclusion For The Proposed OROSZ THREE DEPARTURE (RNAV) and SLAPP TWO DEPARTURE (RNAV) Open Standard Instrument Departure Procedures at Hollywood Burbank Airport dated October 2018, of ways in which Burbank Airport's runways, taxiways and other facilities could be modified to ameliorate the excessive and unreasonable impact that the new departure routes have had on residents in Studio City and other southerly neighborhoods. The FAA arbitrarily and capriciously implemented these new departure routes and now appears poised to rubberstamp Burbank Airport's proposed expansion without requiring Burbank Airport to affirmatively address the nuisance created by SLAPP TWO and OROSZ THREE.

It is incumbent upon Burbank Airport to actively assess the numerous adverse impacts of SLAPP TWO and OROSZ THREE and take corrective action, including but not limited to, modifying its proposed expansion plans to incorporate ameliorative measures. Only after these corrective actions are implemented can members of the public make an informed assessment of the impact of Burbank Airport's proposed expansion.

Sincerely,


Benjamin A. Marsh

Comments 237, 238, 239, 240, 241, 242, 243, 244, 246, 247, 248, 249, 264, 267, 268, 269, 270, 271, 272, 279, 282, 285, 286, 289, 290, 291, 293, 294, 299, 300, 305, 332, 337, 342, 345, 352, 353, 354, 355, 365, 366, 367, 368, 390, 391, 393, 400, 401, 403, 404, 406, 417, 418, 454, 473, 478, 479, 481, 484, 493

Donna Materna
3981 Cody Road
Sherman Oaks CA 91403

February 23, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245



Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. MY FAMILY NO LONGER SLEEPS LONG ENOUGH TO BE HEALTHY DUE TO THE CONSTANT BARRAGE OF JETS! I DON'T WANT A NEW TERMINAL THAT WILL INCREASE NOISE AND POLLUTION. MY PHONE CALLS FOR WORK NEED TO PAUSE FOR UP TO A MINUTE WHEN THE LOUD JETS FLY OVER MY HOME. OUR ENTERTAINMENT IS INTERRUPTED BY JET AFTER JET. WE CAN NOT KEEP CONVERSATIONS GOING INSIDE OUR HOME. When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

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of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

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Sincerely,



Donna Materna
3981 Cody Rd Sherman Oaks CA 91403

SCFQS PARTIAL COMMENT FOR BURBANK'S NEW EXPANDED TERMINAL

The following impact analysis will show that BUR's "replacement" terminal is essentially an "expansion" that will result in increased operations and efficiency such that it will significantly increase noise and pollution to the surrounding communities. According to National Environmental Policy Act (NEPA), the FAA must consider all cumulative impacts of the proposed terminal expansion.

This proposed Expanded Terminal represents a profound threat to our LA Valley communities. Through cumulative actions taken by FAA/BUR, our communities and protected parklands have been fundamentally degraded – severely reducing quality of life by massively increasing

noise and pollution. The proposed Expanded Terminal at Burbank will guarantee increased efficiency, even without adding more gates. **That means more flights, larger jets and jets flying even closer together.** The proposed Expanded Terminal will add significantly to the numerous cumulative negative impacts we are already experiencing under the disastrous 2017 change in flight path that occurred without notice or environmental study, resulting in more than 260 overflights per day. **We cannot allow the proposed Expanded Terminal to go forward without fundamental and comprehensive changes in the flight path, protection of our communities and parklands, and limits on airport growth and operations.**

FAA'S Environmental Impact Statement (EIS) must define the "Affected Area" to include the footprint of procedures overflying the noise-sensitive hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains. All Environmental Resource Categories should be evaluated and analyzed in the "Affected Area" thus defined.

Cumulative Future Impacts Directly Resulting From Proposed Expanded Terminal:

*The terminal expansion must not be considered in a vacuum. NEPA requires that the FAA evaluate the impact of its action (replacing the terminal) "when added to other past, present, and reasonably foreseeably future actions," whether direct or indirect (40 CFR 1508.7, 1508.8). The impact the proposed Expanded Terminal will have must be considered along with all other cumulative impacts.

*The proposed Expanded Terminal, with its greater size, increased amenities, and improved airside facilities, will increase efficiency, allow for processing of more passengers, and result in a greater number of flights and larger jets.

*The proposed Expanded Terminal is expected to have the same number of gates (14) as the existing terminal. However, with its increased size, it is reasonably foreseeable that more gates will be added in the future, and therefore must be considered as a cumulative impact. All it would take to expand beyond 14 gates is approval by the

City of Burbank. The City of Los Angeles would have no say in the matter.

*The FAA is underestimating its impact on our communities and underestimating future growth. Although passengers (enplanements) at Burbank Airport (BUR) have increased 28% over the last 3 years (11.7% of that in 2018 alone), the FAA is projecting growth from 2019 through 2029 at only 1.2% to 2% annually. These projections are simply not credible. In fact, in marketing materials, BUR touts that growth is explosive, stating, "the airline industry is only now beginning to fully recover from the Great Recession" (LA Curbed Article 2/7/19). The proposed state-of-the-art Expanded Terminal will further increase passenger numbers, thereby multiplying the cumulative impacts on the Affected Areas.

*BUR estimates that the proposed Expanded Terminal will cost \$1.24 billion, significantly increased from the originally estimated \$400 million. To increase revenue, as they must do, BUR will increase capacity by bringing in more passengers in larger jets. Larger, heavier jets will make slower turns, driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the Affected Areas.

*Expanded Cargo Facilities will encourage more cargo jets creating heavier, slow-to-gain-altitude jets that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

*Expanded General Aviation Facilities will encourage more general aviation aircraft that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

Metroplex and Cumulative Impacts:

* Proposed Expanded Terminal process must be halted until all cumulative actions taken by FAA/BUR that have already severely impacted Affected Areas are mitigated and alternatives are found.

*Previous cumulative actions taken by FAA/BUR that must be considered in combination with the proposed Expanded Terminal include, but are not limited to, the following:

- The current, unauthorized departure procedures implemented in 2017 at same time as Metroplex;
- Proposed departure procedures OROSZ THREE AND SLAPP TWO;
- Skyrocketing passenger and operations growth at both BUR and Van Nuys Airport (VNY);
- Changes in flight path at nearby VNY;
- Impending closure of Santa Monica Airport that has created increased operations at BUR and VNY; and
- Increase in helicopter traffic that must fly below the jets from both BUR and VNY, creating a stacking effect.

All of the above actions currently contribute to, and will continue to contribute to, increased cumulative impacts on residents, students, local business, film industry, and parklands that are under the narrow, focused flight path.

*The FAA's Environmental Impact Statement (EIS) must not claim a baseline that includes the currently flown unstudied and undisclosed departure procedures introduced in 2017. To do so would constitute a **false baseline**. To do an accurate comparison, the FAA must use pre-Metroplex conditions as a baseline to compare the impacts that the proposed Expanded Terminal would have on the environment and surrounding communities, in other words, compare the proposed Expanded Terminal impacts to the time period before NextGen was even being considered (2014 or earlier).

*It has already been determined by an independent analysis conducted by Landrum & Brown that the BUR flight paths shifted south in a concentrated path over the Affected Areas. This change in flight track occurred in early 2017 without notice or environmental study. Prior to 2017, there was only occasional jet noise. Now there is a constant, disruptive, low, loud jet disruption in our formerly tranquil, hillside neighborhoods. The proposed Expanded Terminal will amplify these

impacts that the FAA/BUR has failed to address/mitigate despite intense and widespread public controversy.

*BUR proposed procedures SLAPP TWO and OROSZ THREE would make permanent the current path that FAA/BUR began vectoring in March 2017, without notice or environmental study, over the Affected Areas. BUR has stated that the FAA is planning to do an Environmental Analysis (EA) as a result of extreme public outcry. Such EA is expected to take 12-18 months. The proposed Expanded Terminal must be put on hold NOW and not proceed until the FAA completes its process.

*Through its own analysis, VNY reports an increased number of departures by 35% since 2016. It has also moved departure path HARYS TWO south and east (with institution of waypoint PPRRY in May 2018) to traverse the same portion of the Santa Monica Mountains that BUR currently impacts by its departures; and that the proposed departure procedures SLAPP TWO and OROSZ THREE will continue to impact by adding waypoints JAYTE and TEAGN. The proposed Expanded Terminal must not proceed until these paths, already cumulatively impacting Affected Areas, are changed, and paths consistent with Section 175 of the FAA Reauthorization Act are explored.

*Both BUR and VNY estimate a projected 15% increase per year in air traffic, which will contribute significantly to the current air noise over the Affected Areas. The proposed Expanded Terminal will compound these projections.

*Santa Monica Airport (SMO) shortened its runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the Affected Areas. SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the Affected Areas.

Public Controversy:

*The Expanded Terminal has a cumulative, compounding effect on FAA prior actions (the current flight path and proposed procedures) that have been demonstrated to be "highly controversial on environmental

grounds” under NEPA Rule 1050 1F 5-2 (10). Highly controversial is defined as “opposition on environmental grounds to an action, by a Federal, state or local government agency, or by a ... a substantial number of the persons affected by such action....” Such opposition occurred during the comment period for the proposed procedures, SLAPP TWO and OROSZ THREE, ending November 18, 2018 as exhibited by the protests of thousands of community members (evidenced by the Petition signed by almost 3,500 people and climbing); 396,000+ noise complaints filed, the opposition of current paths and proposed procedures by elected local, state, and federal officials; the opposition by Burbank Airport itself; the over-capacity turnout at the October 18, 2018 Burbank-Glendale-Pasadena Airport Authority meeting, high public turnout at FAA Workshops on November 7/8, 2018, and blanket press coverage. Public Controversy continues during the comment period for BUR Expanded Terminal with high public turnout at the Public Scoping meeting on January 29, 2019, and a Petition opposing the Expanded Terminal so far signed by more than 1,200 people.

Impacts to Protected 4(f) Parkland:

*Under Section 4(f) of the U.S. Department of Transportation Act, the FAA must avoid potential impacts to "publicly owned parks, recreation areas (including recreational trails), wildlife and water fowl refuges, or public and private historic properties" (23 SFR 774). The FAA is required to look at all other alternatives to avoid overflying 4(f) protected parkland and has failed to do so. The new, more efficient Expanded Terminal must not move forward until the FAA abides by this statutory law and finds alternatives to the cumulative actions already taken by FAA/BUR. Viable alternatives have already been presented to the FAA in a comment letter by the City of Los Angeles, dated November 16, 2018, that the FAA has failed to consider thus far. The Expanded Terminal will further degrade our public parklands – our quiet refuge from noisy city life. It will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited. Mountains Recreation & Conservation Authority and Santa Monica Mountains Conservancy consider "quiet to be a critical component of the natural lands visitation experience"(SMMC

Letter 1/28/19). The Expanded Terminal combined with other actions taken by FAA/BUR "contribute to a continually increasing level of impacts inconsistent with the recreational and quiet refuge values of the affected natural parklands" (SMMC Letter 1/28/19).

Mountainous Topography Amplifies All Cumulative Impacts:

*Hillside/canyon acoustics exacerbate noise. Many of those in the Affected Areas live in the Santa Monica Mountain range and foothills at elevations of 800 to well over 1000 feet, thereby making aircrafts' effective Above Ground Level (AGL) altitude lower than if overflying flat land. Noise concentrates in bowl-like canyons and sustains and bounces off mountains in all directions, creating more noise for everyone, even spilling and deflecting to neighborhoods outside the immediate hillside area. The FAA/BUR has failed to consider this aggravating circumstance when taking previously cumulative actions to re-route low-flying jets over this type of terrain and must consider, study, and measure the unique topography when considering how the Expanded Terminal will further amplify already devastating cumulative noise impacts.

Wind and Weather Impacts:

*Wind and weather paths are increasingly becoming the norm. Wind Day Paths bring arrivals over affected communities instead of departures. Extremely low landing altitudes over terrain with many obstacles increase danger to aircraft and passengers as well as to those on the ground. Significant health risks are magnified. The efficiency of the state-of-the-art Expanded Terminal will increase the frequency of low altitude arrivals and contribute to an already dangerous action taken by FAA/BUR.

Safety Impacts:

*Increasingly, simultaneous departures and arrivals, often within 1,200 feet of each other, are occurring over mountainous terrain. This practice contributes to and significantly worsens the dangerous cumulative safety

impacts and the welfare of our communities. The new, more efficient Expanded Terminal will increase this phenomenon. It will also increase the sheer number and frequency of aircraft traversing the mountains at lower altitudes, thereby compounding the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires, that will spread through the Santa Monica Mountains. Lack of ingress and egress through the terrain make it impossible for emergency vehicles to pass. This is exceedingly reckless and constitutes a dereliction of the FAA's obligation to society.

Health Impacts:

*The new, more efficient Expanded Terminal will increase the already burdensome cumulative negative health effects from constant, low-flying jets over elevated terrain that degrade air quality and cause serious health problems:

- Health effects of jet pollution are severe. Jet fuel emissions are a toxic stew of benzene and hazardous chemicals. At or below 3,000 feet (mixing level), particulates fall to the ground rather than being absorbed in the atmosphere. Fine particulate emissions are dangerous and cause respiratory disease, heart disease and cancer. Children and the elderly are "sensitive receptors" and are most susceptible. Air quality degradation will be increased, threatening the health of residents, students, and visitors. The greater the volume and frequency of jet overflights, the greater the pollution, and the greater the cumulative health risk.

- Health effects of noise are severe. According to the World Health Organization and a Columbia University study, noise has been proven to cause heart and lung disease, strokes and even reduce longevity. The greater the volume and frequency of jet over flights, the greater the cumulative health risk.

- Noise increases disruption in schools and interferes with students' ability to learn. Hillside schools are not designed to be under a flight path. They were not built near a freeway and therefore do not have soundproofing, triple paned windows, or air filtration. Flight frequency

due to the higher efficiency of the proposed Expanded Terminal will increase cumulative impacts already suffered by our children as a result of previous actions taken by FAA/BUR.

Economic Impacts:

*The new, more efficient Expanded Terminal will increase the economic loss already experienced in the Affected Areas.

- Negative effects on local businesses and restaurants will increase.

- The film industry centered in Studio City is already disappearing due to current unauthorized flight paths that a New Terminal would exacerbate. TV and film shoots in Studio City and Sherman Oaks - a critical part of our local economy, with CBS Television Studios a huge contributor of jobs and local tax revenues - would be severely affected by the Expanded Terminal. Crews already have to "hold a shot" every 90 seconds as a flight passes due to other cumulative actions already taken by FAA/BUR. Many on-location shoots are simply moving elsewhere due to the constant noise.

- Home values have already been impacted and are on the decline. Cumulatively, this, in turn, causes a massive reduction in tax revenues to the City of Los Angeles.

Construction Environmental Impacts:

*Residents near BUR and along the soil export route have grave concerns about vast amounts of contaminated soils traversing their neighborhoods, potentially exposing them to dangerous materials. Residents near BUR also have concerns about the growth of the airport, as well as increased traffic surrounding the airport, and air pollution from traffic.

Mitigation:

*Based on prior actions taken by FAA/BUR, mitigation of harm must be implemented before plans for the proposed terminal can continue. The

damaging and unreasonable cumulative impacts resulting from BUR/FAA action, as evidenced by widespread public controversy, must be addressed and resolved. Meanwhile, all plans for the proposed Expanded Terminal must immediately cease.

-FAA must address and consider request from BUR to use Section 175 of the FAA Reauthorization Act to create dispersed lateral tracks away from the 4(f) protected Santa Monica Mountains. Use of Section 175 has the support of the City of Los Angeles through its Resolution dated 2/5/19.

-FAA must consider a full "reset" of BUR path to the historical dispersed path.

Alternatives:

Other alternatives must be considered such as:

*Rerouting the flights east or southeast over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the air noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.

*Redesign by modifying and regrading the 15/33 Runway so it can be regularly used for northern takeoffs.

*Redesign considering a dedicated Runway for Southwest Airlines, Burbank's largest carrier, to depart to the north.

*Redesign Runways and Departures to accommodate departures on other runways, in other directions to reduce southwestern departures.

*Redesign Runways and "Wind" Arrival Procedures to provide alternatives to descending over mountainous terrain.

*Redesign runways to accommodate alternate procedures for some "less competent jets" that can't always complete their turns prior to the 101 freeway.

*Restoring the pre-NextGen historical 6-mile wide flight path, proven safe for decades.

*Creating multiple tracks and alternate tracks in ALL directions. There is webtrak evidence of numerous successful northern departures by all jets, as well as eastern departures.

*Transferring or shifting some of the General Aviation or Cargo operations to another existing public airport (or airports) in Southern California.

*Retiring all General Aviation operations. The Expanded Terminal will encourage more General Aviation including large jets that are not subject to BUR's voluntary curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.

*Retiring or reducing Cargo operations. The Expanded Terminal will encourage more cargo and heavier slow-to-gain-altitude jets that are not subject to curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.

*Relocating the airport to a less populated area. The Expanded Terminal will have Metrolink connections to Antelope Valley and Ventura. These high-speed rail lines are two-way. A New Airport designed to meet all FAA standards could be located on the other end of either line in a less densely populated area.



Tom Donna and Monica Materna

3981 Cody Rd Sherman Oaks CA 91403

Comments 237, 238, 239, 240, 241, 242, 243, 244, 246, 247, 248, 249, 264, 267, 268, 269, 270, 271, 272, 279, 282, 285, 286, 289, 290, 291, 293, 294, 299, 300, 305, 332, 337, 342, 345, 352, 353, 354, 355, 365, 366, 367, 368, 390, 391, 393, 400, 401, 403, 404, 406, 417, 418, 454, 473, 478, 479, 481, 484, 493

Tom Materna
3981 Cody Road
Sherman Oaks CA 91403

February 23, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245



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Sincerely,



Tom Materna

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*Expanded General Aviation Facilities will encourage more general aviation aircraft that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

Metroplex and Cumulative Impacts:

* Proposed Expanded Terminal process must be halted until all cumulative actions taken by FAA/BUR that have already severely impacted Affected Areas are mitigated and alternatives are found.

*Previous cumulative actions taken by FAA/BUR that must be considered in combination with the proposed Expanded Terminal include, but are not limited to, the following:

- The current, unauthorized departure procedures implemented in 2017 at same time as Metroplex;
- Proposed departure procedures OROSZ THREE AND SLAPP TWO;
- Skyrocketing passenger and operations growth at both BUR and Van Nuys Airport (VNY);
- Changes in flight path at nearby VNY;
- Impending closure of Santa Monica Airport that has created increased operations at BUR and VNY; and
- Increase in helicopter traffic that must fly below the jets from both BUR and VNY, creating a stacking effect.

All of the above actions currently contribute to, and will continue to contribute to, increased cumulative impacts on residents, students, local business, film industry, and parklands that are under the narrow, focused flight path.

*The FAA's Environmental Impact Statement (EIS) must not claim a baseline that includes the currently flown unstudied and undisclosed departure procedures introduced in 2017. To do so would constitute a **false baseline**. To do an accurate comparison, the FAA must use pre-Metroplex conditions as a baseline to compare the impacts that the proposed Expanded Terminal would have on the environment and surrounding communities, in other words, compare the proposed Expanded Terminal impacts to the time period before NextGen was even being considered (2014 or earlier).

*It has already been determined by an independent analysis conducted by Landrum & Brown that the BUR flight paths shifted south in a concentrated path over the Affected Areas. This change in flight track occurred in early 2017 without notice or environmental study. Prior to 2017, there was only occasional jet noise. Now there is a constant, disruptive, low, loud jet disruption in our formerly tranquil, hillside neighborhoods. The proposed Expanded Terminal will amplify these

impacts that the FAA/BUR has failed to address/mitigate despite intense and widespread public controversy.

*BUR proposed procedures SLAPP TWO and OROSZ THREE would make permanent the current path that FAA/BUR began vectoring in March 2017, without notice or environmental study, over the Affected Areas. BUR has stated that the FAA is planning to do an Environmental Analysis (EA) as a result of extreme public outcry. Such EA is expected to take 12-18 months. The proposed Expanded Terminal must be put on hold NOW and not proceed until the FAA completes its process.

*Through its own analysis, VNY reports an increased number of departures by 35% since 2016. It has also moved departure path HARYS TWO south and east (with institution of waypoint PPRRY in May 2018) to traverse the same portion of the Santa Monica Mountains that BUR currently impacts by its departures; and that the proposed departure procedures SLAPP TWO and OROSZ THREE will continue to impact by adding waypoints JAYTE and TEAGN. The proposed Expanded Terminal must not proceed until these paths, already cumulatively impacting Affected Areas, are changed, and paths consistent with Section 175 of the FAA Reauthorization Act are explored.

*Both BUR and VNY estimate a projected 15% increase per year in air traffic, which will contribute significantly to the current air noise over the Affected Areas. The proposed Expanded Terminal will compound these projections.

*Santa Monica Airport (SMO) shortened its runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the Affected Areas. SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the Affected Areas.

Public Controversy:

*The Expanded Terminal has a cumulative, compounding effect on FAA prior actions (the current flight path and proposed procedures) that have been demonstrated to be "highly controversial on environmental

grounds” under NEPA Rule 1050 1F 5-2 (10). Highly controversial is defined as “opposition on environmental grounds to an action, by a Federal, state or local government agency, or by a ... a substantial number of the persons affected by such action....” Such opposition occurred during the comment period for the proposed procedures, SLAPP TWO and OROSZ THREE, ending November 18, 2018 as exhibited by the protests of thousands of community members (evidenced by the Petition signed by almost 3,500 people and climbing); 396,000+ noise complaints filed, the opposition of current paths and proposed procedures by elected local, state, and federal officials; the opposition by Burbank Airport itself; the over-capacity turnout at the October 18, 2018 Burbank-Glendale-Pasadena Airport Authority meeting, high public turnout at FAA Workshops on November 7/8, 2018, and blanket press coverage. Public Controversy continues during the comment period for BUR Expanded Terminal with high public turnout at the Public Scoping meeting on January 29, 2019, and a Petition opposing the Expanded Terminal so far signed by more than 1,200 people.

Impacts to Protected 4(f) Parkland:

*Under Section 4(f) of the U.S. Department of Transportation Act, the FAA must avoid potential impacts to "publicly owned parks, recreation areas (including recreational trails), wildlife and water fowl refuges, or public and private historic properties" (23 SFR 774). The FAA is required to look at all other alternatives to avoid overflying 4(f) protected parkland and has failed to do so. The new, more efficient Expanded Terminal must not move forward until the FAA abides by this statutory law and finds alternatives to the cumulative actions already taken by FAA/BUR. Viable alternatives have already been presented to the FAA in a comment letter by the City of Los Angeles, dated November 16, 2018, that the FAA has failed to consider thus far. The Expanded Terminal will further degrade our public parklands – our quiet refuge from noisy city life. It will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited. Mountains Recreation & Conservation Authority and Santa Monica Mountains Conservancy consider "quiet to be a critical component of the natural lands visitation experience"(SMMC

Letter 1/28/19). The Expanded Terminal combined with other actions taken by FAA/BUR "contribute to a continually increasing level of impacts inconsistent with the recreational and quiet refuge values of the affected natural parklands" (SMMC Letter 1/28/19).

Mountainous Topography Amplifies All Cumulative Impacts:

*Hillside/canyon acoustics exacerbate noise. Many of those in the Affected Areas live in the Santa Monica Mountain range and foothills at elevations of 800 to well over 1000 feet, thereby making aircrafts' effective Above Ground Level (AGL) altitude lower than if overflying flat land. Noise concentrates in bowl-like canyons and sustains and bounces off mountains in all directions, creating more noise for everyone, even spilling and deflecting to neighborhoods outside the immediate hillside area. The FAA/BUR has failed to consider this aggravating circumstance when taking previously cumulative actions to re-route low-flying jets over this type of terrain and must consider, study, and measure the unique topography when considering how the Expanded Terminal will further amplify already devastating cumulative noise impacts.

Wind and Weather Impacts:

*Wind and weather paths are increasingly becoming the norm. Wind Day Paths bring arrivals over affected communities instead of departures. Extremely low landing altitudes over terrain with many obstacles increase danger to aircraft and passengers as well as to those on the ground. Significant health risks are magnified. The efficiency of the state-of-the-art Expanded Terminal will increase the frequency of low altitude arrivals and contribute to an already dangerous action taken by FAA/BUR.

Safety Impacts:

*Increasingly, simultaneous departures and arrivals, often within 1,200 feet of each other, are occurring over mountainous terrain. This practice contributes to and significantly worsens the dangerous cumulative safety

impacts and the welfare of our communities. The new, more efficient Expanded Terminal will increase this phenomenon. It will also increase the sheer number and frequency of aircraft traversing the mountains at lower altitudes, thereby compounding the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires, that will spread through the Santa Monica Mountains. Lack of ingress and egress through the terrain make it impossible for emergency vehicles to pass. This is exceedingly reckless and constitutes a dereliction of the FAA's obligation to society.

Health Impacts:

*The new, more efficient Expanded Terminal will increase the already burdensome cumulative negative health effects from constant, low-flying jets over elevated terrain that degrade air quality and cause serious health problems:

- Health effects of jet pollution are severe. Jet fuel emissions are a toxic stew of benzene and hazardous chemicals. At or below 3,000 feet (mixing level), particulates fall to the ground rather than being absorbed in the atmosphere. Fine particulate emissions are dangerous and cause respiratory disease, heart disease and cancer. Children and the elderly are "sensitive receptors" and are most susceptible. Air quality degradation will be increased, threatening the health of residents, students, and visitors. The greater the volume and frequency of jet overflights, the greater the pollution, and the greater the cumulative health risk.

- Health effects of noise are severe. According to the World Health Organization and a Columbia University study, noise has been proven to cause heart and lung disease, strokes and even reduce longevity. The greater the volume and frequency of jet over flights, the greater the cumulative health risk.

- Noise increases disruption in schools and interferes with students' ability to learn. Hillside schools are not designed to be under a flight path. They were not built near a freeway and therefore do not have soundproofing, triple paned windows, or air filtration. Flight frequency

due to the higher efficiency of the proposed Expanded Terminal will increase cumulative impacts already suffered by our children as a result of previous actions taken by FAA/BUR.

Economic Impacts:

*The new, more efficient Expanded Terminal will increase the economic loss already experienced in the Affected Areas.

- Negative effects on local businesses and restaurants will increase.

- The film industry centered in Studio City is already disappearing due to current unauthorized flight paths that a New Terminal would exacerbate. TV and film shoots in Studio City and Sherman Oaks - a critical part of our local economy, with CBS Television Studios a huge contributor of jobs and local tax revenues - would be severely affected by the Expanded Terminal. Crews already have to "hold a shot" every 90 seconds as a flight passes due to other cumulative actions already taken by FAA/BUR. Many on-location shoots are simply moving elsewhere due to the constant noise.

- Home values have already been impacted and are on the decline. Cumulatively, this, in turn, causes a massive reduction in tax revenues to the City of Los Angeles.

Construction Environmental Impacts:

*Residents near BUR and along the soil export route have grave concerns about vast amounts of contaminated soils traversing their neighborhoods, potentially exposing them to dangerous materials. Residents near BUR also have concerns about the growth of the airport, as well as increased traffic surrounding the airport, and air pollution from traffic.

Mitigation:

*Based on prior actions taken by FAA/BUR, mitigation of harm must be implemented before plans for the proposed terminal can continue. The

damaging and unreasonable cumulative impacts resulting from BUR/FAA action, as evidenced by widespread public controversy, must be addressed and resolved. Meanwhile, all plans for the proposed Expanded Terminal must immediately cease.

-FAA must address and consider request from BUR to use Section 175 of the FAA Reauthorization Act to create dispersed lateral tracks away from the 4(f) protected Santa Monica Mountains. Use of Section 175 has the support of the City of Los Angeles through its Resolution dated 2/5/19.

-FAA must consider a full "reset" of BUR path to the historical dispersed path.

Alternatives:

Other alternatives must be considered such as:

*Rerouting the flights east or southeast over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the air noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.

*Redesign by modifying and regrading the 15/33 Runway so it can be regularly used for northern takeoffs.

*Redesign considering a dedicated Runway for Southwest Airlines, Burbank's largest carrier, to depart to the north.

*Redesign Runways and Departures to accommodate departures on other runways, in other directions to reduce southwestern departures.

*Redesign Runways and "Wind" Arrival Procedures to provide alternatives to descending over mountainous terrain.

*Redesign runways to accommodate alternate procedures for some "less competent jets" that can't always complete their turns prior to the 101 freeway.

*Restoring the pre-NextGen historical 6-mile wide flight path, proven safe for decades.

*Creating multiple tracks and alternate tracks in ALL directions. There is webtrak evidence of numerous successful northern departures by all jets, as well as eastern departures.

*Transferring or shifting some of the General Aviation or Cargo operations to another existing public airport (or airports) in Southern California.

*Retiring all General Aviation operations. The Expanded Terminal will encourage more General Aviation including large jets that are not subject to BUR's voluntary curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.

*Retiring or reducing Cargo operations. The Expanded Terminal will encourage more cargo and heavier slow-to-gain-altitude jets that are not subject to curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.

*Relocating the airport to a less populated area. The Expanded Terminal will have Metrolink connections to Antelope Valley and Ventura. These high-speed rail lines are two-way. A New Airport designed to meet all FAA standards could be located on the other end of either line in a less densely populated area.



Tom Donna and Monica Materna

3981 Cody Rd Sherman Oaks CA 91403

Comments 237, 238, 239, 240, 241, 242, 243, 244, 246, 247, 248, 249, 264, 267, 268, 269, 270, 271, 272, 279, 282, 285, 286, 289, 290, 291, 293, 294, 299, 300, 305, 332, 337, 342, 345, 352, 353, 354, 355, 365, 366, 367, 368, 390, 391, 393, 400, 401, 403, 404, 406, 417, 418, 454, 473, 478, 479, 481, 484, 493

February 23, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. (EXPLAIN HERE HOW THE PATHS HAVE DISRUPTED YOU AND YOUR FAMILY PERSONALLY AND WHY YOU DON'T WANT A NEW TERMINAL THAT WILL INCREASE NOISE AND POLLUTION. INCLUDE STORIES ABOUT WORK, SCHOOL, YOUNG CHILDREN, SLEEP DEPRIVATION, ANXIETY, DIMINISHED HEALTH, ELDERLY, ETC.)

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Tom Materna
3981 Cody Rd Sherman Oaks CA 91403

JEANNE L. MCCONNELL
ATTORNEY AT LAW
15303 Ventura Blvd., 9th Floor
Sherman Oaks, CA 91403
(818)232-7388

David F. Cushing
Manager-FAA
LA Airports District Office
LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear Mr. Cushing:

I am writing regarding the proposed Burbank new terminal project. I am concerned the impact of this terminal project will cause:

1. Substantial impairment of the parks and protected open spaces in the San Fernando Valley. Los Angeles and the San Fernando Valley are park poor and this further exacerbates those issues.
2. Further ongoing public controversy regarding the proposed terminal and the new routes amongst the citizens of Studio City and Sherman Oaks.
3. Negative socio-economic impacts due to the low altitude and concentrated paths are having on tv/film industry and other economic activities in the value due to the noise and pollution. More particularly the impact it is having on my work at my office.
4. Accelerating cumulative impacts that have not been fully taken into account with the decisions to build a new terminal and to route planes over the Santa Monica mountains (stacking of air traffic that is driving Van Nuys planes and helicopters even lower over homes, schools, school children and protected parks, open spaces and wildlife).

Very truly yours,

Jeanne McConnell



Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

1/19/19

Dear Mr. Cushing,

My wife and I have lived in Studio City, on the north facing slope of the Santa Monica Mountains, for over 30 years and we've always accepted the reality of having a small urban airport in our midst in stride. In fact we try and fly from BUR whenever we possible can ourselves. However, over the last couple of years the noise and disruption in our town, and the surrounding neighborhoods, is just beyond anything we could have imagined.

The low altitude closeness of the planes, the loudness of their engines, the incredible frequency of the flyovers and the earth rattling effect it has on the community has reached a point where we must speak out!

Many of us in the affected areas live in the Santa Monica Mountain range and foothills at elevations of 800 to well over 1000 feet, thereby making aircrafts' effective Above Ground Level altitude lower than if overflying flat land. Noise concentrates in bowl-like canyons and sustains and bounces off mountains in all directions, creating more noise for everyone, even spilling and deflecting to neighborhoods outside the immediate hillside area.

I also speak as a person who worked in the TV industry for over 40 years and the film industry centered in Studio City is now disappearing due to current unauthorized flight paths that a New Terminal would exacerbate as crews have to "hold a shot" every 90 seconds (!) as a flight passes due to other cumulative actions already taken by FAA/BUR. Many on-location shoots are simply moving elsewhere due to the constant noise.

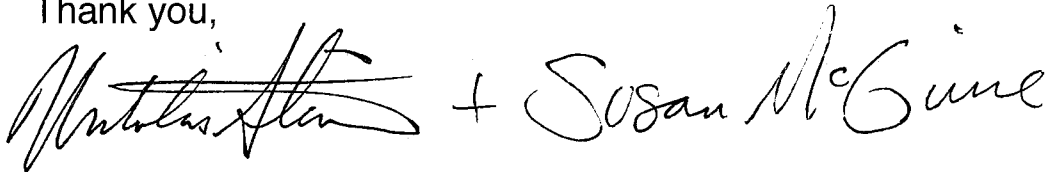


*Retiring all General Aviation operations. The Expanded Terminal will encourage more General Aviation including large jets that are not subject to BUR's voluntary curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.

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Thank you,

Handwritten signatures of Nicholas Stein and Susan McGuire, separated by a plus sign.

Nicholas Stein and Susan McGuire
12052 Laurel Terrace Drive
Studio City, CA 91604
818-281-3194
nicholas.stein@gmail.com

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

1/19/19

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I am pleading with you to consider these alternatives to make the impact of the BUR airport more equitable with other communities in the area so we here in Studio City and Sherman Oaks are not targeted so cruelly and unfairly!

*Rerouting the flights east or southeast over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the air noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.

*Redesign by modifying and regrading the 15/33 Runway so it can be regularly used for northern takeoffs.

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Nicholas Stein and Susan McGuire
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Studio City, CA 91604
818-281-3194
nicholas.stein@gmail.com

Eric McLeod
12069 Ventura Place
Studio City, CA 91604
eric@mcleodcap.com

#1

The Environmental Impact Assessment for the Burbank Airport terminal expansion used the Terminal Area Forecast (TAF) to estimate the amount of additional anticipated flights. It shows a very small increase in flights project for the next 5 years. The EIA estimated all their calculations of various impacts from this constant. An FAA representative stated to me that new terminals are not considered to drive more passengers, so the FAA doesn't use this a metric for an increase in flights. This position is false for 1 main reason, the Burbank Airport needs to fund a \$1.25+ Billion construction loan. In addition the airport is only allowed under FAA guidelines to increase the passengers fees by \$4.25 per person. This mean that financially the airport will never be able to obtain financing for the construction or repay the loan. Therefore, the actual number of flights after the expansion will be far greater than modeled by the FAA in TAF. This would mean that the EIA has a fundamental flaw that makes its finding irrelevant.

I'd like to know how the airport expects to derive its income based on the modest amount of projected flight increases as projected by TAF?

#2

The Environmental Impact Assessment preparer was completely unaware that the Burbank Airport is planning to use train links and expanding roads to feed passengers into the terminal. How is it possible that they were unaware that the roads and train terminals plan to be installed?

#3

The Burbank Airport flies 100% of all their arriving and departing flights directly over Los Angeles and 0 arrivals over Burbank, Glendale and Pasadena. Only a small portion of Burbank air space is used for their departures. However, the residents of Burbank have had the opportunity to vote and made completely aware of their expansion plans for years. In addition, the Burbank voters were guaranteed that none of their tax dollars will be used for the expansion. Since all the flights pass over Los Angeles why are most people that live in Los Angeles completed unaware of this mega expansion being planned. The Burbank Airport has operated in secrecy about this expansion from the Los Angeles residents. The airport needs to be forced to make Los Angeles residents aware of this expansion due to the fact that those residents are the ones adversely impacted by this expansion, not Burbank residents.

#4

If you ask anyone why they like the Burbank Airport, they'll most likely say that it is a landmark rich in local history. Don't you think that when people are made aware that the airport's planning to spend \$18 million to demolish the terminal, residents are being robbed of historical preservation?

#5

If Southwest Airlines goes out of business or chooses to use another airport for the Los Angeles region, would there still be a need for the new terminal at Burbank? Southwest makes up approximately 70% of commercial flights for Burbank and is the anchor user. A new terminal would primarily benefit Southwest which is currently having a very hard time in business. They are involved in a contentious labor dispute and they recently crashed a plane on the Burbank runway citing that the runway is far too short. The outlook that Southwest will remain in business or will need of the Burbank airport remains speculative.

#6

Due to the way the Burbank airport authority has interacted with public on the recent increase in airplane noise and pollution, I don't support a new terminal. The airport has essentially ignored the Los Angeles residents in addressing their concerns for some type of solution or noise abatement. The FAA has stated that the increase in airplane traffic over Studio City is due to an increase in flights originating from Burbank. The Burbank airport has stated that the FAA is lying and they are forced to fly over the Studio City area due to Metroplex? Which public statement is accurate the FAA or the Burbank Airport authority because both cannot be true?

#7

When I have logged an airnoise complaint in relation to Van Nuys airport the Los Angeles World Airport investigates my complaint and mails me a detailed letter with an explanation. When a complaint to the Burbank Airport Authority is logged they don't respond. In addition, when I have called the Burbank airport doesn't speak to me and send me to voicemail. This is not an appropriate way to handle the public which they serve. Due to the fact, that the Burbank airport has been derelict in their duty to work with the community they serve and don't deserve to increase their operations. An airport serves the community and should be engaged with its customers and residents. This is absolutely not how the Burbank Airport Authority has operated and it's very disconcerting. They should not build the new terminal since they have no respect or concern for their community.



**Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project
Environmental Impact Statement**

Public Scoping Workshop - Comment Form

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport.

Comments:

The Burbank Airport flies 100% of all their arriving and departing flights directly over Los Angeles and 0 arrivals over Burbank, Glendale and Pasadena. Only a small portion of Burbank air space is used for their departures. However, the residents of Burbank have had the opportunity to vote and made completely aware of their expansion plans for years. In addition, the Burbank voters were guaranteed that none of their tax dollars will be used for the expansion. Since all the flights pass over Los Angeles why are most people that live in Los Angeles completed unaware of this mega expansion being planned. The Burbank Airport has operated in secrecy about this expansion from the Los Angeles residents. The airport needs to be forced to make Los Angeles residents aware of this expansion due to the fact that those residents are the ones adversely impacted by this expansion, not Burbank residents.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Eric McLeod

Address:

12069 Ventura Place

City, State, Zip:

Studio City, CA 91604

Email:

eric@mcleodcap.com

Comments on the scope of the EIS will be accepted through 5:00 PM PST on March 1, 2019.

Before including your name, address, e-mail address, or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Written comments may be mailed to: Mr. David F. Cushing, Manager, Los Angeles Airports District Office - LAX-600, 777 S. Aviation Boulevard, Suite 150, El Segundo, California 90245.





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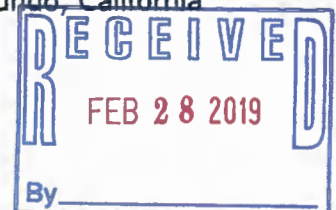
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eric@mcleodcap.com

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Before including your name, address, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Written comments may be mailed to: Mr. David F. Cushing, Manager, Los Angeles Airports District Office - LAX-600, 777 S. Aviation Boulevard, Suite 150, El Segundo, California 90245.





**Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project
Environmental Impact Statement**

Public Scoping Workshop - Comment Form

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport.

Comments:

When I have logged an airnoise complaint in relation to Van Nuys airport the Los Angeles World Airport investigates my complaint and mails me a detailed letter with an explanation. When a complaint to the Burbank Airport Authority is logged they don't respond. In addition, when I have called the Burbank airport doesn't speak to me and send me to voicemail. This is not an appropriate way to handle the public which they serve. Due to the fact, that the Burbank airport has been derelict in their duty to work with the community they serve and don't deserve to increase their operations. An airport serves the community and should be engaged with its customers and residents. This is absolutely not how the Burbank Airport Authority has operated and it's very disconcerting. They should not build the new terminal since they have no respect or concern for their community.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Eric McLeod

Address:

12069 Ventura Place

City, State, Zip:

Studio City, CA 91604

Email:

eric@mcleodcap.com

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Comments:

If Southwest Airlines goes out of business or chooses to use another airport for the Los Angeles region, would there still be a need for the new terminal at Burbank? Southwest makes up approximately 70% of commercial flights for Burbank and is the anchor user. A new terminal would primarily benefit Southwest which is currently having a very hard time in business. They are involved in a contentious labor dispute and they recently crashed a plane on the Burbank runway citing that the runway is far too short. The outlook that Southwest will remain in business or will need of the Burbank airport remains speculative.

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Eric McLeod

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Comments:

The Environmental Impact Assessment for the Burbank Airport terminal expansion used the Terminal Area Forecast (TAF) to estimate the amount of additional anticipated flights. It shows a very small increase in flights project for the next 5 years. The EIA estimated all their calculations of various impacts from this constant. An FAA representative stated to me that new terminals are not considered to drive more passengers, so the FAA doesn't use this a metric for an increase in flights. This position is false for 1 main reason, the Burbank Airport needs to fund a \$1.25+ Billion construction loan. In addition the airport is only allowed under FAA guidelines to increase the passengers fees by \$4.25 per person. This mean that financially the airport will never be able to obtain financing for the construction or repay the loan. Therefore, the actual number of flights after the expansion will be far greater than modeled by the FAA in TAF. This would mean that the EIA has a fundamental flaw that makes its finding irrelevant.

I'd like to know how the airport expects to derive its income based on the modest amount of projected flight increases as projected by TAF?

Comments are not limited to this form. Please attach any additional sheets as necessary.

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Eric McLeod

Address:

12069 Ventura Place

City, State, Zip:

Studio City, CA 91604

Email:

eric@mcleodcap.com

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**Bob Hope "Hollywood Burbank" Airport
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The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport.

Comments:

Due to the way the Burbank airport authority has interacted with public on the recent increase in airplane noise and pollution, I don't support a new terminal. The airport has essentially ignored the Los Angeles residents in addressing their concerns for some type of solution or noise abatement. The FAA has stated that the increase in airplane traffic over Studio City is due to an increase in flights originating from Burbank. The Burbank airport has stated that the FAA is lying and they are forced to fly over the Studio City area due to Metroplex? Which public statement is accurate the FAA or the Burbank Airport authority because both cannot be true?

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name:

Eric McLeod

Address:

12069 Ventura Place

City, State, Zip:

Studio City, CA 91604

Email:

eric@mcleodcap.com

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Environmental Impact Statement**

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Comments:

The Burbank Airport flies 100% of all their arriving and departing flights directly over Los Angeles and 0 arrivals over Burbank, Glendale and Pasadena. Only a small portion of Burbank air space is used for their departures. However, the residents of Burbank have had the opportunity to vote and made completely aware of their expansion plans for years. In addition, the Burbank voters were guaranteed that none of their tax dollars will be used for the expansion. Since all the flights pass over Los Angeles why are most people that live in Los Angeles completed unaware of this mega expansion being planned. The Burbank Airport has operated in secrecy about this expansion from the Los Angeles residents. The airport needs to be forced to make Los Angeles residents aware of this expansion due to the fact that those residents are the ones adversely impacted by this expansion, not Burbank residents.

Comments are not limited to this form. Please attach any additional sheets as necessary.

Name: _____
Address: Eric McLeod
City, State, Zip: 12069 Ventura Place
Email: Studio City, CA 91604
eric@mcleodcap.com

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Written comments may be mailed to: Mr. David F. Cushing, Manager, Los Angeles Airports District Office - LAX-600, 777 S. Aviation Boulevard, Suite 150, El Segundo, California 90245.



February 28, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I am building a multi-million dollar home in the Summit which is off of Mulholland just above Fryman Canyon and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted mine and my family's lives. My house is scheduled to be completed by this Summer. I bought this lot back in 2015 and set forth to build my dream home on what I thought to believe was a serene and tranquil gem of a location. As the years progressed I was noticing more and more airplanes flying above my home and started researching what was going on. I am extremely concerned by what's happening to the point of wanting to just sell this home and never live there because the thought of living under a flight path from 7am To 11 pm, 7 days a week sounds like hell even in my dream home. The decrease in property value, although awful, is not my main concern. The quality of life is. Aside for my concerns as a future resident in these affected area's I am also a concerned parent as this new flight path flies over my daughters school Buckley, as well.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal

must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,
Jennifer Messer

11951 Pinnacle Place
Beverly Hills CA 90210
C. 310 466-9995

From: **Stephanie Michels** <stephanie.michels@me.com>
Date: Sat, Jan 26, 2019 at 6:12 PM
Subject: Change flight paths
To: <UproarLA@gmail.com>

Please let the FAA and Burbank Airport know that I willing to fight the new flight paths over our homes, schools and environmentally protected Santa Monica Mountains.

I am not willing to support this "replacement terminal" if those destructive flight paths are not corrected. These planes fly directly over my children's elementary school which endangers 1000 children from the fuel emissions everyday.

Please make all necessary changes to preserve our children's health and our community.

Sincerely,
Stephanie

Sent from Stephanie's iPhone

February 20, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I vehemently oppose the New Expanded Terminal at Burbank Airport! I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. How dare you! The flight paths have seriously disrupted my life and my work. I live 5 MILES from the airport and the disruption to my life is almost unbearable. When air traffic is heavy I can't conduct a person to person conversation in my backyard due to the plane noise. While in my own house I have to put the call on hold to wait for the air traffic to clear just to hear the person I'm talking to. As I work from home this is unfairly damaging my ability to earn a living. It's ridiculous! Why can't the planes make their turn over the 101 freeway instead of heading into the hillside communities? Or why can't they take off to the North-East from the airport where they would impact very few people? If Burbank Airport is going to be a part of this community they need work harder to be better neighbors.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Louis Milito
4243 Elmer Ave

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study.

The flight paths have seriously disrupted my life and my work. It's difficult for my family to enjoy our porch, front yard and backyard spaces. Commercial jet noise interferes with conversations and disrupts the time and place. Worse, the flights are so frequent and consistent that even anticipation of the impending noise disrupts the time between flights. My 22 month old son is learning language. When he sees an airplane in a book he points up and says "noisy".

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Jonathan, Hanna & Henry Milgrom
3449 longridge Ave
Sherman Oaks, CA 91423

Sean Miller
11824 Moorpark St.
Unit D
Studio City, Calif.
91604

Jan. 31, 2019

David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear Mr. Cushing,


We are writing to file a complaint about the level of noise pollution brought upon our community from the Burbank Airport flight patterns.

We have owned our home in Studio City since July 2018 and have noticed a steady uptick in the amount of airplane traffic flying low over our community.

These flights are creating noise and air pollution for ourselves and our children. Given that it was a policy decision to allow these flights to take off or land at close proximity to our neighborhood, we believe that a similar decision can be made to change that pattern. The airport belongs to Burbank, Pasadena and Glendale – let their residents deal with the environmental impact of BUR.

Please make the appropriate change at your earliest convenience. We are available at the address above if you have any questions.

Sincerely,



Sean Miller



February 19, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. We have flights going over our home starting at 7:00am which shake and rattle our windows. Later in the day you cannot hear the Tv dialog because of low flying flights. This is a cause of great anxiety and stress and it seems there are even more flights in the last 6 months. We do not need another terminal.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,



Ray Neapolitan

4215 Elmer Ave

Studio City Ca. 91602



To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

To whom this may concern,

As a resident of Sherman Oaks I am vehemently opposed to the expansion of the Burbank airport terminal. This will increase noise and pollution in our areas even more then you already have by changing the flight patterns. My infant can no longer sleep due to the low flying jets from your airport that run directly over our home regularly, sometimes 3 min apart, and shake our windows. We moved to this area for the quality of life it would allow us and you have stripped that of us with your flight patterns. We can no longer even go in our backyard due to the unhealthy conditions your low flying jets have created for us. A study must be done before you can degrade our neighborhood any further! This will not go on any longer.

Jessica Neyer
4320 Saugus Ave
Sherman Oaks, CA 91403

February 19, 2019

To: Mr. David F. Cushing

Manager, Los Angeles Airports District Office, LAX-600

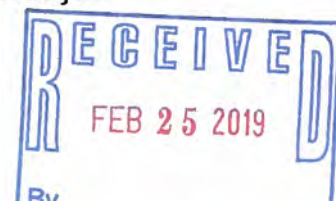
777 S. Aviation Blvd, Suite 150

El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. I moved into my house in the hills of Studio City 25 years ago, mainly because it was nice, quiet and peaceful. That has all changed with the new terminal that you all are thinking of building with the low jet flight paths right over my house and low. I find it hard to believe that you or anyone on this project would like to live with this. THE JETS ARE REALLY LOUD AND COME BY AT ALL TIMES OF THE MORNING, DAY AND NIGHT. THEY MAKE ME NERVOUS! I am retired and am now thinking of moving due to this TERRIBLE JET NOISE and POLLUTION that NO ONE WANTS! PLEASE CHANGE THIS!

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet



particulates that fall to the ground.

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,



Mark Ormandy

3995 Alta Mesa Drive
Studio City, CA 91604

Bud & Denise Ovrom
108 Skyline Drive
Burbank, CA 91501

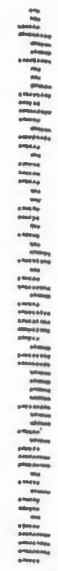
SANTA CLARITA, CA 91353

26 FEB 2019 PM 11



Mr. David F. Cushing
Manager
LA Airports District Office, CA 600
777 So. Aviation, Suite 150
El Segundo, CA.

90245
90245-480677



**Mr. David Cushing
LA Airports District Office**



As a 30+ year Burbank resident who supports this construction of a new terminal, I am submitting my comments on what I believe many people will be looking for as this process proceeds:

1. The whole idea of a new terminal has been sold on the basis of safety. We expect that priority to continue thru each phase of the analysis, design, construction and operation of the new terminal. We would not want to see any compromises made on safety due to 'budget constraints' or 'political expediency'. And, by safety, we include the flight operations, but also the safety of the public in the terminal, on the street, and in the surrounding areas - not just the single aspect of having the terminal further away from the runway.

2. Airports and airplanes are significant contributors to whole array of negative environmental impacts - noise, traffic, air pollution, etc. Many of those are outside the

scope or control of the Airport Authority. Hence, it is necessary to maximize every environmental remediation we do control with the construction and operation of the airport to help offset the ones we can't control. For example, we expect the replacement terminal to seek a minimum of LEED Gold certification.

3. Traffic and transportation are going to be immense challenges. The Airport Authority needs to push the envelop in identifying and implementing creative solutions. It is not enough to simply say that some traffic impacts cannot be mitigated and justify overriding considerations. The new terminal will have mass transit stops at either end, but how are people going to get to and from them and the terminal? The rental car parking structure was built to service the old terminal - how is it going to conveniently serve the new terminal? How is the terminal going to accommodate ride sharing and future autonomous cars/buses?

4. Every day we hear about new technologies to screen passengers, luggage, etc. We expect this terminal to be the epitome of state of the art technology in every aspect

of its construction and operation. The challenge is that we do not know what future technologies are going to be! You need to build in the design flexibility to accommodate whatever advances the future holds.

5. Burbank is probably best known, regionally and nationally, for the studios and the airport. This new terminal needs to make an architectural statement that is immediately recognizable and a source of community pride. It must have a 'wow factor'. Do not bring us a functional box!

6. The current terminal, with all its flaws, is still loved by many travelers because of its convenience - whether it the front and rear loading and exiting of the planes, the close proximity of the parking, the quaintness of its appearance or whatever, many/most travelers would rather fly in and out of Burbank than any other airport in the region. The newer/better version must not lose those characteristics and charm that people most love about the old terminal.

7. We expect the new terminal to be built and operated in a prudent financial manner. But, we will not accept anyone

hiding behind, 'we can't afford it' or the 'airlines won't pay for it' as a justification to cut corners and compromise the critical items listed above. This is a very long term investment and it needs to be done right and not what is cheapest in the short term.

Many of us wanted, perhaps still want, 'caps and curfews'. However, a large majority of voters approved going forward with this project, in reliance on the belief that you will 'do that right thing' and faithfully design, built and operate the new terminal the way it was pitched during the campaign. We will hold you to that!!

Bud Ovrom
Burbank resident

Sent from my iPad

From: **Renee Palyo** <rcpalyo@gmail.com>
Date: Wed, Jan 30, 2019 at 12:49 PM
Subject: Burbank expansion
To: <uproarla@gmail.com>

No! We are getting bombarded daily by the Burbank Airport. NO EXPANSION TALKS until the current flight patterns are changed. Outrageous what the FAA has done to our beautiful neighborhoods.

Renee Palyo
4147 Klump Ave
Studio City, 91602

Sent from my iPad

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

I want to express our concerns about the flight pattern going over our house. We live at 11231 Sunshine Terrace Studio City. I lived in my house in Burbank some 25 years ago , I loved it except for the planes. I chose to live there so it was part of my choice for my family. When I moved to Studio City I moved there to get away from the Airport noise. Now you seem to think it is ok to make this choice for my family and I.

Now about the decrease in my home value that you want to make, and you are making that choice for us also. Everybody knows that being in a flight pattern will decrease the value of our house.

When people decide to buy in a flight pattern it is their choice. I did not buy my house to be in a flight pattern. You are removing my freedom of choice.

I already hear the planes at 5:45 am coming over my house.

I will wrap this up by saying if you choose to effect my life I would then say, you and I will spend a great deal of time talking in court about the price of my quality of life.

Todd Peart
Todd@ten30studios.com
818-761-1200

From: **Del Persinger** <delpersinger@gmail.com>
Date: Mon, Feb 4, 2019 at 2:34 PM
Subject: Burbank expansion
To: <UproarLA@gmail.com>

I'm sorry I missed the public meeting and comments. If it is not too late to submit formal comments, I will put my thoughts below in suitable form.

I agree with you 100% about the misleading public face of the airport authorities. Even with their current gates and runways, they prove every day in the 7-7:30 am period and during several other extended periods throughout the day that they can already send out a plane every 90 seconds if they have enough passengers. With increased throughput from their proposed expansion, the effect on us will be even more horrible -- hard as that is to imagine.

If the FAA does not change these new flight patterns, you will rightly oppose the airport expansion. Personally, I would oppose the entire airport, as Santa Monica has done. I find it hugely ironic that planes from the Burbank Airport do not fly over Burbank. Presumably, this is because the citizens of Burbank do not want planes flying over them. So instead the planes immediately turn and fly a totally unnecessary 10-15 mile loop over you and me -- and I live more than 5 miles from the airport.

I say that if Burbank doesn't want the planes, I sure as hell do not either, and I think you should consider this approach. Why do the planes have to turn south, anyway? They could gain sufficient altitude (flying over Burbank!) and turn directly north, where they are ultimately headed.

The whole situation is appalling and I am glad you are working on changing it. I have contributed to the cause. Please keep me and others informed on what else we can do to help. Thank you.

Del Persinger
12417 Mulholland Dr.

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work in a number of ways.

The jet fuel fumes have increased my asthma symptoms and I now have to use an inhaler when I didn't before. I cannot have a peaceful dinner because of the Fed Ex, UPS and commercial jets flying over my house on a constant basis. I can no longer watch tv at night without missing half the dialogue or having to turn the volume up so high that everyone hears it in my house. I cannot leave my doors or my windows open for air because it increases the level of noise we experience. The planes have disturbed my sleep patterns as they begin at 7 am or earlier and continue non-stop sometimes well past midnight. I am angry, frustrated, full of anxiety and experiencing health issues all as a result of this ridiculous new flight pattern.

When I invested in my neighborhood about 19 years ago, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, causes the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

**Leslie A Poliak
4435 Laurelgrove Ave
Studio City, CA 91604**

There are signs all over the airport terminal asking to fly quietly; but that's a little impossible for a 737 taking off, don't you think? I live in an old apartment that shakes even when the neighbors are running down the hall. Please do not expand the airport and/or have the planes change their route.

Thank you.

Caroline Rankin

February25, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Toluca Lake and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. It has gotten so bad that I have trouble sleeping. Planes are flying over my children whenever they play outside. I work from home doing post-production work and I am interrupted constantly by the noise. All day long I have plane noise exceeding 90db!!! This is horrible!

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Charles Reed
4658 Sancola Ave
Toluca Lake, CA 91602

February 20, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245



Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. The number of flights over our home has significantly increased causing increase noise all day long. I have children and I worry that since the flights seem lower than before about the jet fuel particulate. We live in the Woodbridge park area which, when the wind blows, seems to be the turning point for planes heading into Burbank. There are times that when we can't sleep because of the lights coming through our windows. While I enjoy the convenience of the Burbank airport an increase in the terminal and more passengers would only make things worse. When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

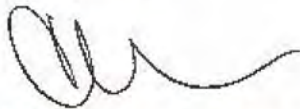
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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in black ink, appearing to read 'Catherine Reisinger', with a stylized, flowing script.

Catherine Reisinger
4214 Klump Ave.
Studio City, CA 91602

From: <lrittenberg@sbcglobal.net>
Date: Sat, Jan 26, 2019 at 2:24 PM
Subject: Replacement Terminal
To: <UproarLA@gmail.com>

I am very much against a “replacement terminal” at Burbank Airport unless the destructive and unfair flight paths which concentrate over Studio City are changed. Thank you, Laurie Rittenberg, Colfax Meadows

Sent from my iPhone

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

February 27, 2019

Dear FAA and Burbank Airport,

I live in Studio City and **the new flight paths out of Burbank Airport are destroying my quality of life and ability to work.** I oppose any expansion of the airport and implore you to change the flight paths to how they were pre-2017 which worked fine for decades.

Prior to 2017, we only occasionally heard planes overhead, and they were always at high-altitude, resulting in a barely audible whooshing sound. Now there are at least 20 flights per hour screaming directly over my home, often every 60 seconds or less, for 30 seconds or more and typically at 2000-2500 feet elevation. I live in the foothills at 700 feet elevation inside a canyon, so the jet noise is significantly louder due to the acoustics of the terrain. I have measured planes going over my house at 83.4 decibels. **It is unbearable.**

Here are the reasons why the airport cannot be expanded and the flight paths need to change immediately:

1) **My neighbors and I purchased our homes in this quiet hillside community based upon decades of precedent that planes did not fly over them.** I bought my house 6 years ago specifically because it is on a quiet, dead-end street tucked inside a canyon where I can barely even hear any cars. I paid an enormous premium to live in this neighborhood where I have a quiet place to work from home that enables me to be a present father.

The tranquility I paid for so dearly has been obliterated by the re-routing of air traffic that never used to come over my house. Now we have planes both departing and arriving in the same path directly over my home and our local schools at all hours of the day and night.

It is now impossible for me to work from home during daylight hours, so I have been forced to work from 10 pm to 5 am because those are the only hours it is quiet enough to concentrate. I cannot explain what a toxic effect this schedule has wreaked on my family life and personal health, however it is the only way I can do my job. There are never more than 12 minutes in a row during the day that are not interrupted by the grinding metallic scream of jet engines.

Despite BUR having a voluntary curfew from 10 pm to 5 am, there are planes (both commercial and private) that routinely take off and land throughout the night (12:30 am, 1:30 am, 4:30 am, etc) and now fly directly over our home, waking my family up frequently because they are low and loud and impossible to ignore.

Trying to read a book at home on the weekends is now impossible. I used to sleep with the windows open in the summertime. If the flight paths don't change, I will never open the windows in my house ever again.

2) **My house is in such a high fire-risk area that it is uninsurable** by the major US home insurance companies. Tens of thousands of other homes along the Santa Monica Mountains are also in this high-fire risk zone. I have to purchase my home insurance through Lloyd's of London, for approximately twice the cost. I know that commercial airlines are extremely reliable, however private planes are much more likely to crash, and it extremely stressful to know that ALL of the private planes are flying directly over my house.

It makes ZERO sense to me that the FAA would route ALL air travel out of Burbank Airport over such a high fire risk area. If one plane were to crash in the Santa Monica mountains, where much of the terrain is inaccessible due to steep hillsides and remote canyons, **a fire could be catastrophic for much of Los Angeles**. Also, many of these neighborhoods have hundreds of residents, but only one exit road. Routing these flights over this high-fire risk is a dangerous idea that puts tens of thousands of citizens in danger. It is not a question of if a plane crashed here, it is a question of when will it occur. I am terrified of what would happen if one of these planes crashed near my house.

In order to prevent a cataclysmic fire, no airplanes should take off anywhere near the Santa Monica mountains and the extremely high-fire risk they pose. All planes should stay north of the 101 freeway as they did for decades to minimize the risk of a terrible fire.

3) The tranquility of the **Fryman Canyon hiking trails in Wilacre Park** has been destroyed by jets constantly screaming over this treasured open space preserve. It is one of the most used hiking trails in all of Los Angeles and one of the greatest assets of Studio City and the surrounding neighborhoods. This trail was one of the main reasons I moved to Studio City because it allows a much needed escape from the noise of cars and living in a big city. It was truly an oasis that allowed the whole community to relax, recharge and exercise.

The serenity of this open space preserve has been destroyed by jets constantly flying overhead low and extremely loud. To be clear, planes NEVER used to fly over the Fryman Canyon open space preserve. It is no longer relaxing to hike on these trails;

it is aggravating, stressful and toxic. These flight paths are ruining one of the most important resources of our community.

4) The new flight paths not only fly over homes, but over many schools. **It is horrifying to walk or drive by a school and see a playground full of kids throw their hands over their ears** to muffle the noise of screaming jet engines overhead. I cannot begin to think what life will be like for my children, who will have to endure planes flying over both their home and school at all hours of the day and night. Any reasonable person would understand that this will have caustic effects on their ability to learn and to sleep. It is untenable.

5) The film and television industries are a vital part of our community that drives our local economy. **The current flight paths have made it impossible for many films and television shows to shoot on location in the area**, and this is having a terrible economic effect on our community.

6) **Property values could go down as much as 20%** if the waypoints over Studio City continue to be used due to potential buyers not wanting to live under constant jet flight paths. This is unacceptable.

7) It is completely **unrealistic to expect one group of citizens to shoulder the entire burden of noise and pollution resulting from these narrow, undeviating and low altitude flight paths**. Airplanes should be dispersed as they were for decades without any safety problems.

Please consider the unreasonable burden these new flight paths have on a community built upon the fact that we did not have planes coming over our homes, schools and open space preserves, and direct the airports to have flights take and land on the paths they safely did for decades.

Respectfully,

Eric Robinson
12300 Viewcrest Road
Studio City, CA 91604

2/18/19
Jeff Rohde
10535 Clearwood Ct
LA CA 90077

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Mr. Cushing. I am apposed to the replacement terminal of Burbank airport and will do everything in my power to see that it does not happen.

The following impact analysis will show that BUR's "replacement" terminal is essentially an "expansion" that will result in increased operations and efficiency such that it will significantly increase noise and pollution to the surrounding communities. According to National Environmental Policy Act (NEPA), the FAA must consider all cumulative impacts of the proposed terminal expansion.

This proposed Expanded Terminal represents a profound threat to our LA Valley communities. Through cumulative actions taken by FAA/BUR, our communities and protected parklands have been fundamentally degraded – severely reducing quality of life by massively increasing noise and pollution. The proposed Expanded Terminal at Burbank will guarantee increased efficiency, even without adding more gates. That means more flights, larger jets and jets flying even closer together. The proposed Expanded Terminal will add significantly to the numerous cumulative negative impacts we are already experiencing under the disastrous 2017 change in flight path that occurred without notice or environmental study. We cannot allow the proposed Expanded Terminal to go forward without fundamental and comprehensive changes in the flight path, protection of our communities and parklands, and limits on airport growth and operations.

FAA'S Environmental Impact Statement (EIS) must define the "Affected Area" to include the footprint of procedures overflying the noise-sensitive hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains. All Environmental Resource Categories should be evaluated and analyzed in the "Affected Area" thus defined.

Cumulative Future Impacts Directly Resulting From Proposed Expanded Terminal:

*The terminal expansion must not be considered in a vacuum. NEPA requires that the FAA evaluate the impact of its action (replacing the terminal) "when added to other past, present, and reasonably foreseeably future actions," whether direct or indirect (40 CFR 1508.7, 1508.8). The impact the proposed Expanded Terminal will have must be considered along with all other cumulative impacts.

*The proposed Expanded Terminal, with its greater size, increased amenities, and improved airside facilities, will increase efficiency, allow for processing of more passengers, and result in a greater number of flights and larger jets.

*The proposed Expanded Terminal is expected to have the same number of gates (14) as the existing terminal. However, with its increased size, it is reasonably foreseeable that more gates will be added in the future, and therefore must be considered as a cumulative impact. All it would take to expand beyond 14 gates is approval by the City of Burbank. The City of Los Angeles would have no say in the matter.

*The FAA is underestimating its impact on our communities and underestimating future growth. Although passengers (enplanements) at Burbank Airport (BUR) have increased 28% over the last 3 years (11.7% of that in 2018 alone), the FAA is projecting growth from 2019 through 2029 at only 1.2% to 2% annually. These projections are simply not credible. In fact, in marketing materials, BUR touts that growth is explosive, stating, "the airline industry is only now beginning to fully recover from the Great Recession" (LA Curbed Article 2/7/19). The proposed state-of-the-art Expanded Terminal will further increase passenger numbers, thereby multiplying the cumulative impacts on the Affected Areas.

*BUR estimates that the proposed Expanded Terminal will cost \$1.24 billion, significantly increased from the originally estimated \$400 million. To increase revenue, as they must do, BUR will increase capacity by bringing in more passengers in larger jets. Larger, heavier jets will make slower turns, driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the Affected Areas.

*Expanded Cargo Facilities will encourage more cargo jets creating heavier, slow-to-gain-altitude jets that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

*Expanded General Aviation Facilities will encourage more general aviation aircraft that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

•Metroplex and Cumulative Impacts:

* Proposed Expanded Terminal process must be halted until all cumulative actions taken by FAA/BUR that have already severely impacted Affected Areas are mitigated and alternatives are found.

*Previous cumulative actions taken by FAA/BUR that must be considered in combination with the proposed Expanded Terminal include, but are not limited to, the following:

- The current, unauthorized departure procedures implemented in 2017 at same time as Metroplex;
- Proposed departure procedures OROSZ THREE AND SLAPP TWO;
- Skyrocketing passenger and operations growth at both BUR and Van Nuys Airport (VNY);
- Changes in flight path at nearby VNY;

- Impending closure of Santa Monica Airport that has created increased operations at BUR and VNY; and
- Increase in helicopter traffic that must fly below the jets from both BUR and VNY, creating a stacking effect.

All of the above actions currently contribute to, and will continue to contribute to, increased cumulative impacts on residents, students, local business, film industry, and parklands that are under the narrow, focused flight path.

*The FAA's Environmental Impact Statement (EIS) must not claim a baseline that includes the currently flown unstudied and undisclosed departure procedures introduced in 2017. To do so would constitute a false baseline. To do an accurate comparison, the FAA must use pre-Metroplex conditions as a baseline to compare the impacts that the proposed Expanded Terminal would have on the environment and surrounding communities, in other words, compare the proposed Expanded Terminal impacts to the time period before NextGen was even being considered (2014 or earlier).

*It has already been determined by an independent analysis conducted by Landrum & Brown that the BUR flight paths shifted south in a concentrated path over the Affected Areas. This change in flight track occurred in early 2017 without notice or environmental study. Prior to 2017, there was only occasional jet noise. Now there is a constant, disruptive, low, loud jet disruption in our formerly tranquil, hillside neighborhoods. The proposed Expanded Terminal will amplify these impacts that the FAA/BUR has failed to address/mitigate despite intense and widespread public controversy.

*BUR proposed procedures SLAPP TWO and OROSZ THREE would make permanent the current path that FAA/BUR began vectoring in March 2017, without notice or environmental study, over the Affected Areas. BUR has stated that the FAA is planning to do an Environmental Analysis (EA) as a result of extreme public outcry. Such EA is expected to take 12-18 months. The proposed Expanded Terminal must be put on hold NOW and not proceed until the FAA completes its process.

*Through its own analysis, VNY reports an increased number of departures by 35% since 2016. It has also moved departure path HARYS TWO south and east (with institution of waypoint PPRRY in May 2018) to traverse the same portion of the Santa Monica Mountains that BUR currently impacts by its departures; and that the proposed departure procedures SLAPP TWO and OROSZ THREE will continue to impact by adding waypoints JAYTE and TEAGN. The proposed Expanded Terminal must not proceed until these paths, already cumulatively impacting Affected Areas, are changed, and paths consistent with Section 175 of the FAA Reauthorization Act are explored.

*Both BUR and VNY estimate a projected 15% increase per year in air traffic, which will contribute significantly to the current air noise over the Affected Areas. The proposed Expanded Terminal will compound these projections.

*Santa Monica Airport (SMO) shortened its runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the Affected Areas. SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the Affected Areas.

•Impacts to Protected 4(f) Parkland:

*Under Section 4(f) of the U.S. Department of Transportation Act, the FAA must avoid potential impacts to "publicly owned parks, recreation areas (including recreational trails), wildlife and water fowl refuges, or public and private historic properties" (23 SFR 774). The FAA is required to look at all other alternatives to avoid overflying 4(f) protected parkland and has failed to do so. The new, more efficient Expanded Terminal must not move forward until the FAA abides by this statutory law and finds alternatives to the cumulative actions already taken by FAA/BUR. Viable alternatives have already been presented to the FAA in a comment letter by the City of Los Angeles, dated November 16, 2018, that the FAA has failed to consider thus far. The Expanded Terminal will further degrade our public parklands – our quiet refuge from noisy city life. It will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited. Mountains Recreation & Conservation Authority and Santa Monica Mountains Conservancy consider "quiet to be a critical component of the natural lands visitation experience"(SMMC Letter 1/28/19). The Expanded Terminal combined with other actions taken by FAA/BUR "contribute to a continually increasing level of impacts inconsistent with the recreational and quiet refuge values of the affected natural parklands" (SMMC Letter 1/28/19).

Mountainous Topography Amplifies All Cumulative Impacts:

*Hillside/canyon acoustics exacerbate noise. Many of those in the Affected Areas live in the Santa Monica Mountain range and foothills at elevations of 800 to well over 1000 feet, thereby making aircrafts' effective Above Ground Level (AGL) altitude lower than if overflying flat land. Noise concentrates in bowl-like canyons and sustains and bounces off mountains in all directions, creating more noise for everyone, even spilling and deflecting to neighborhoods outside the immediate hillside area. The FAA/BUR has failed to consider this aggravating circumstance when taking previously cumulative actions to re-route low-flying jets over this type of terrain and must consider, study, and measure the unique topography when considering how the Expanded Terminal will further amplify already devastating cumulative noise impacts.

Wind and Weather Impacts:

*Wind and weather paths are increasingly becoming the norm. Wind Day Paths bring arrivals over affected communities instead of departures. Extremely low landing altitudes over terrain with many obstacles increase danger to aircraft and passengers as well as to those on the ground. Significant health risks are magnified. The efficiency of the state-of-the-art Expanded Terminal will increase the frequency

of low altitude arrivals and contribute to an already dangerous action taken by FAA/BUR.

Safety Impacts:

*Increasingly, simultaneous departures and arrivals, often within 1,200 feet of each other, are occurring over mountainous terrain. This practice contributes to and significantly worsens the dangerous cumulative safety impacts and the welfare of our communities. The new, more efficient Expanded Terminal will increase this phenomenon. It will also increase the sheer number and frequency of aircraft traversing the mountains at lower altitudes, thereby compounding the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires, that will spread through the Santa Monica Mountains. Lack of ingress and egress through the terrain make it impossible for emergency vehicles to pass. This is exceedingly reckless and constitutes a dereliction of the FAA's obligation to society.

•Health Impacts:

*The new, more efficient Expanded Terminal will increase the already burdensome cumulative negative health effects from constant, low-flying jets over elevated terrain that degrade air quality and cause serious health problems:

-Health effects of jet pollution are severe. Jet fuel emissions are a toxic stew of benzene and hazardous chemicals. At or below 3,000 feet (mixing level), particulates fall to the ground rather than being absorbed in the atmosphere. Fine particulate emissions are dangerous and cause respiratory disease, heart disease and cancer. Children and the elderly are "sensitive receptors" and are most susceptible. Air quality degradation will be increased, threatening the health of residents, students, and visitors. The greater the volume and frequency of jet overflights, the greater the pollution, and the greater the cumulative health risk.

-Health effects of noise are severe. According to the World Health Organization and a Columbia University study, noise has been proven to cause heart and lung disease, strokes and even reduce longevity. The greater the volume and frequency of jet over flights, the greater the cumulative health risk.

-Noise increases disruption in schools and interferes with students' ability to learn. Hillside schools are not designed to be under a flight path. They were not built near a freeway and therefore do not have soundproofing, triple paned windows, or air filtration. Flight frequency due to the higher efficiency of the proposed Expanded Terminal will increase cumulative impacts already suffered by our children as a result of previous actions taken by FAA/BUR.

•Economic Impacts:

*The new, more efficient Expanded Terminal will increase the economic loss already experienced in the Affected Areas.

-Negative effects on local businesses and restaurants will increase.

-The film industry centered in Studio City is already disappearing due to current unauthorized flight paths that a New Terminal would exacerbate. TV and film shoots in Studio City and Sherman Oaks - a critical part of our local economy, with CBS Television Studios a huge contributor of jobs and local tax revenues - would be severely affected by the Expanded Terminal. Crews already have to "hold a shot" every 90 seconds as a flight passes due to other cumulative actions already taken by FAA/BUR. Many on-location shoots are simply moving elsewhere due to the constant noise.

-Home values have already been impacted and are on the decline. Cumulatively, this, in turn, causes a massive reduction in tax revenues to the City of Los Angeles.

•Construction Environmental Impacts:

*Residents near BUR and along the soil export route have grave concerns about vast amounts of contaminated soils traversing their neighborhoods, potentially exposing them to dangerous materials. Residents near BUR also have concerns about the growth of the airport, as well as increased traffic surrounding the airport, and air pollution from traffic.

Mitigation:

*Based on prior actions taken by FAA/BUR, mitigation of harm must be implemented before plans for the proposed terminal can continue. The damaging and unreasonable cumulative impacts resulting from BUR/FAA action, as evidenced by widespread public controversy, must be addressed and resolved. Meanwhile, all plans for the proposed Expanded Terminal must immediately cease.

-FAA must address and consider request from BUR to use Section 175 of the FAA Reauthorization Act to create dispersed lateral tracks away from the 4(f) protected Santa Monica Mountains. Use of Section 175 has the support of the City of Los Angeles through its Resolution dated 2/5/19.

-FAA must consider a full "reset" of BUR path to the historical dispersed path.

•Alternatives:

Other alternatives must be considered such as:

*Rerouting the flights east or southeast over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the air noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.

*Redesign by modifying and regrading the 15/33 Runway so it can be regularly used for northern takeoffs.

- *Redesign considering a dedicated Runway for Southwest Airlines, Burbank's largest carrier, to depart to the north.
- *Redesign Runways and Departures to accommodate departures on other runways, in other directions to reduce southwestern departures.
- *Redesign Runways and "Wind" Arrival Procedures to provide alternatives to descending over mountainous terrain.
- *Redesign runways to accommodate alternate procedures for some "less competent jets" that can't always complete their turns prior to the 101 freeway.
- *Restoring the pre-NextGen historical 6-mile wide flight path, proven safe for decades.
- *Creating multiple tracks and alternate tracks in ALL directions. There is webtrak evidence of numerous successful northern departures by all jets, as well as eastern departures.
- *Transferring or shifting some of the General Aviation or Cargo operations to another existing public airport (or airports) in Southern California.
- *Retiring all General Aviation operations. The Expanded Terminal will encourage more General Aviation including large jets that are not subject to BUR's voluntary curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.
- *Retiring or reducing Cargo operations. The Expanded Terminal will encourage more cargo and heavier slow-to-gain-altitude jets that are not subject to curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.
- *Relocating the airport to a less populated area. The Expanded Terminal will have Metrolink connections to Antelope Valley and Ventura. These high-speed rail lines are two-way. A New Airport designed to meet all FAA standards could be located on the other end of either line in a less densely populated area.

Sincerely,



Jeff Rohde

From: lerybacki <lerybacki@aol.com>
To: lerybacki <lerybacki@aol.com>
Subject: Burbank Airport Expansion
Date: Tue, Feb 19, 2019 9:41 am

Mr. David F. Cushing ✓
Manager, Los Angeles Airports District Office, LAX -600
777 S. Aviation Blvd. Suite 150
El Segundo, Ca. 90245

Dear Mr. Cushing,

I am a homeowner and resident of Sherman Oaks.

I am writing this communication to you in direct opposition to the expansion of the Burbank Hollywood Airport.

My family, neighbors and neighboring communities are all suffering terribly with the current condition of low flying aircraft over our homes all day and night.

The noise is unbearable in this once serene Santa Monica Mountain Range but the main concern of the overhead 150 plus flights per day is the issue of health.

How can anybody condone and sanction all the cancer causing particulates that over 10,000 school children, senior citizens and other adults ingest all day long with the volume and specific take off and landing paths of aircraft from BUR.

In America, it is unconscionable that the responsible and associated parties can know of the grave problem relative to health of the citizens but yet continue momentum to steamroll right over the issue.

There are so many reasons I could expound on to stop the BUR expansion, but to me and many, this is the most paramount of importance.

The BUR expansion will make the current untenable condition immeasurable relative to the exponential consequences.

Frankly, we do not want to have to schedule diagnostic chest x-rays for our spouses, children and grandchildren every six months to determine whether the benzine being emitted from all the low flying aircraft has taken it's ultimate toll on our loved one's bodies.

Thus, I vehemently oppose the expansion of BUR unless the flight paths can get altered as they once were or another corrective action alternative to mitigate our current health nightmare can be enacted.

Thank You.



Larry Rybacki
3526 Beverly Ridge Dr.
Sherman Oaks, Ca. 91423



From: **Dennis W. Saffro** <saffro@usc.edu>
Date: Sat, Jan 26, 2019 at 11:47 AM
Subject: Environmental impact
To: UproarLA@gmail.com <UproarLA@gmail.com>

Dear UproarLA,

Besides increased noise pollution will the proposed plans at Burbank Airport affect the air environment of our communities? Will the particulate matter increase to levels hazardous to the health of any and all animals including humans?!!!!!! Also, while plant life be affected? Will cancer and lung disease risk be increased?!!! Comprehensive long term studies need to be done before any changes occur.

Very sincerely yours,
Dr. Dennis Saffro

February 28, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,


I am opposed to the proposed Expanded Terminal at Burbank which will guarantee more flights, larger jets and jets flying even closer together.

- I have lived in Toluca Lake for over 20 years. The huge increase in air traffic and overhead noise is dramatic and disruptive. The aircraft used to fly over our house only when the winds were strong, particularly during the Santa Ana winds season. Now its all the time.
- The flight paths have recently changed and are now over our house.
- The airport used to have a 10 pm curfew with a few unforeseen exceptions. The airport's hours of operation have obviously increased. Last week I saw 3 aircraft flying overhead coming in to land between 11:15 pm and 11:45 pm, much later than the 10 pm curfew.
- Southwest Airlines has increased their schedule by 70 flights.
- The helicopter school which has been in BUR for about 2 years practices take offs and landings while flying low over the surrounding neighborhood.
- The VNY based aircraft use BUR to land and depart in order to pass required aircraft and pilot testing. It a short flight so they can get quickly passed and certified.
- The people of Santa Monica have put pressure on the Santa Monica Airport to close down the runways and the airport. It's a perfectly fine airport just inconvenient to the residents. Now where are those aircraft going to go? The aircraft are being moved to other airports. The FAA has appeased the people of Santa Monica while passing the problem on to other parts of Los Angeles.

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the proposed expanded terminal at BUR, the increased number of flights, and the current change in the flight patterns.

I look forward to a resolution good for all.

Sincerely,


Pamela Scharlach
10446 Woodbridge Street
Toluca Lake, CA 91602

February 20, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

When I invested in my neighborhood, there was only occasional and insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, but primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Negative health effects are increased from being so close to the aircraft. The FAA must not allow the terminal expansion because that will further increase the health and safety risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

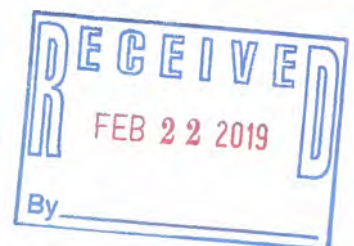
The film industry is an important part of our communities and a driver of our local economy. The current newly created flight paths which encroach on long established studio filming areas have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions the tax revenue for the County of Los Angeles. A new expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. The FAA must move the paths before proceeding with the replacement terminal!

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,



Brent Schenk
11496 Laurelcrest Drive
Studio City, CA 91604



February 25, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I have lived in Sherman Oaks for over 20 years and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. **Extremely noisy jets have startled me and my family and they have woken us up at unreasonable hours, such as after 10pm and before 7am. I run my small business from my home and these increased disruptions are impeding my work flow and causing anxiety.**

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new,



more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Monique Schenk

February 27, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further

increase the health risk from noise and toxic jet particulates that fall to the ground.

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Catherine Schick
3654 Goodland Ave

2/28/19

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Toluca Lake and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. **(EXPLAIN HERE HOW THE PATHS HAVE DISRUPTED YOU AND YOUR FAMILY PERSONALLY AND WHY YOU DON'T WANT A NEW TERMINAL THAT WILL INCREASE NOISE AND POLLUTION. INCLUDE STORIES ABOUT WORK, SCHOOL, YOUNG CHILDREN, SLEEP DEPRIVATION, ANXIETY, DIMINISHED HEALTH, ELDERLY, ETC.)**

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

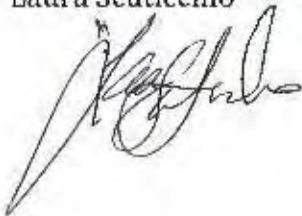
Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal

must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Thank you,

Laura Scuticchio
 Scuticchio Family

From: Andrea & Michael Sher ma.sher27@gmail.com
subject: Burbank Airport and FAA flight path.
Date: January 29, 2019 at 5:14 PM
To:

My name is Andrea Sher and my husband Michael and I have been living on Goodland Ave in Studio City for over 33 years.

Burbank Airport is used by millions of people from all over Los Angeles and we personally find it very convenient and manageable.

We're sure that many people here tonight are among the millions of passengers who would agree.

However, since the flight path has been changed and narrowed to what we are all experiencing today, with the constant lower flying planes,

our quality of life has been drastically affected, by among other things, the noise and the pollution.

Just as people from all over Los Angeles take advantage of the convenience of the Burbank Airport, we feel that the flight path should be over a

much larger area so that no one community should be affected, but we should all share this equally.

many thanks,

A. Sher.



From: Barbara Shore <forshore@aol.com>
To: forshore <forshore@aol.com>
Subject: Fwd: Article about Van Nuys but what about Studio City?
Date: Fri, Mar 1, 2019 9:19 am

COPY OF EMAIL SENT 2/28 RE FAA DECISION TO DESTROY STUDIO CITY!

-----Original Message-----

From: Barbara Shore <forshore@aol.com>
To: Mike.N.Feuer <Mike.N.Feuer@lacity.org>; mayor.garcetti <mayor.garcetti@lacity.org>; Assemblymember.Nazarian <Assemblymember.Nazarian@assembly.ca.gov>; paul.krekorian <paul.krekorian@lacity.org>; brad.sherman <brad.sherman@mail.house.gov>; 9-awa-noiseombudsman <9-awa-noiseombudsman@faa.gov>; faviola.garcia <faviola.garcia@faa.gov>
Cc: info <info@studiocityforquietskies.com>; uproarla <uproarla@gmail.com>
Sent: Thu, Feb 28, 2019 2:04 pm
Subject: Fwd: Article about Van Nuys but what about Studio City?

To everyone on this email list:

When I just read this article (see link below) about Van Nuys airport and the support they are getting from the City Council against the FAA, I felt anger. Anger because, while I know there are a lot of people taking up our cause against the FAA's new departure path over Studio City, I feel our elected officials have let us down.

While I'm sure those affected by Van Nuys airport are upset, let's keep in mind they have nowhere near the number of departures nor the size of the jets that Burbank airport does.

What's happening over my Studio City home (on Colfax near Ventura) is beyond what words can describe. At various points of the day, there are deafening flights every minute flying low and climbing noisily over my roof. One after another after another. Dropping cancer causing jet fuel all over us. Including children.

And now Burbank wants to expand (and we all know that's what is really going on even though they call it other names)? That would be laughable, except it is so sad.

How can our elected officials allow our neighborhood to be destroyed? I shake my head and wonder. And, I wonder how much more of this I can take before I pack up after 40 years and just leave. Shame on all of them for allowing this to happen to us.

If this doesn't change, certainly no one on this list will ever get my vote again. I can assure you of that. We are your people, and we need your help.

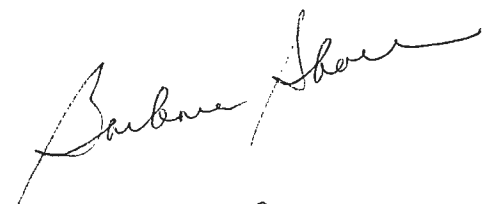
Barbara Shore

-----Original Message-----

From: Barbara <forshore@aol.com>
To: forshore <forshore@aol.com>
Sent: Thu, Feb 28, 2019 1:39 pm

600 Percent Rise in Noise Complaints Near Van Nuys Airport Leads to City Council Motion Addressing FAA
<http://on.ktla.com/9mrUH>

Sent from my iPhone


4230 Colfax Ave
Studio City CA 91604
818 415-8885

From: Barbara Shore <forshore@aol.com>
Date: January 22, 2019 at 5:03:25 PM PST
To: info@studiocityforquietskies.com
Subject: Re: Comments re Burbank Airport

Mr. David F. Cushing, Manager
Los Angeles Airports District Office, LAX-600
El Segundo, CA 90245

Dear Burbank Airport:

How dare you even consider this expansion when the entire South Valley Community has shown you how you have ruined our neighborhoods, impacted our health, and destroyed our quality of life with this NextGen nonsense from the FAA. You can tell us that this is not your fault, and that it is the FAA, but you haven't fought for us one bit. I hold you equally responsible.

I hope our community will engage in a rigorous campaign to stop this expansion. Your airport is in the middle of residential neighborhoods. You should have thought of that long ago. The development of the valley was allowed to happen, making you only able to be a secondary airport at best. Your intention to expand is wrong on so many levels. I will join my neighbors to fight this expansion with every breath I take. And, I will continue to assist in the fight against your and the FAA's invasion of our communities.

Shame on you!

Barbara Shore
Studio City



February 19, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or an environmental study. The flight paths have seriously disrupted my life and my work. I have had to begin wearing ear plugs due to sound sensitivity, and my weekends are no longer the critical respite time that I needed to decompress from working all week long.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

A new, expanded terminal will give all the monetary benefit to the cities of Burbank, Glendale, and Pasadena, but Studio City and other nearby neighborhoods in Los Angeles will bear the burden of all the noise and pollution. **The FAA must move the paths before proceeding with the replacement terminal!**

It is my understanding that airplanes both take off and land into the wind, and flights are currently only landing towards the east, when they could, in fact, take off in the same direction, towards/over the cities of Burbank, Glendale, and Pasadena. Therefore, this would be a good opportunity to create two parallel runways, rather than having one go in a North-South direction, which is unnecessary. Saving money for the airlines should not trump the quality of life for local citizens who gain no benefit from this airport.

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR unless my suggestion above is implemented.

Sincerely,

Helene Shoval
4312 Camellia Avenue
Studio City, CA 91604

February 22, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in 4032 Goodland Avenue Studio City, CA 91604 and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study.

The flight paths have seriously disrupted my life and my work. It is unbelievable how much noise is emitted from the jets as they take off over our home as it is incredibly disruptive.

They fly so low, I can actually see their landing gear! This can't be good for the safety of our neighborhoods!

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

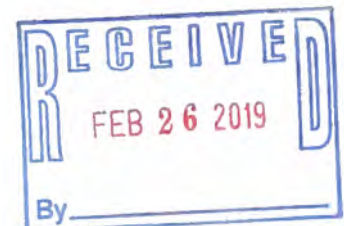
Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Ron Shulem
4032 Goodland Avenue
Studio City, CA 91604



February 25, 2019

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

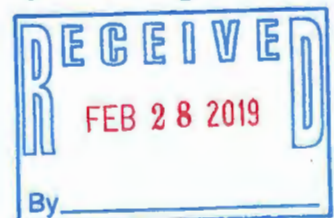
Dear FAA/Burbank Airport,

I **oppose** the New Expanded Terminal at Burbank Airport. We have lived in Studio City for 47 years and are among many people suffering under the flight paths that were changed in early 2017 without notice or environmental study.

The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

We are retired and the low flying aircraft is so loud it shakes our house and rattles our nerves **ALL day starting at 5am and now into the night even after 10PM.** It is extremely concerning as we are not able to get decent night's sleep anymore causing anxiety and nervousness. It is constant and unbearable mostly from BUR.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR.



The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the **FAA moves the flight paths out of our protected parkland!**

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Dennis & Annette Skinner
3900 Carpenter Ct.
Studio City, CA 91604

February 24, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Colfax Meadows and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Jay Sonbolian
4129 Camellia Ave
Studio City, CA 91604

From: **Leon Sturman** <leon.sturman@gmail.com>
Date: Sat, Jan 26, 2019 at 9:43 AM
Subject: Burbank Airport
To: <UproarLA@gmail.com>

Having a airport in the middle of the city is ludicrous to begin with. Thousands of homes are in the flight path of takeoffs and landings. Instead of expansion Burbank airport should be winding down and closing their facilities. The "new" airport should be built in the areas north of the valley out of the way of housing. Expansion is dangerous...increased air traffic would ultimately make living in the city/valley more difficult and unhealthy. Do not expand. Close the airport after a new one is built out of density populated areas.

Leon Sturman
Sherman Oaks

February 19, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

I have two young children who have trouble sleeping because of the noise during the day and I have had numerous work calls disrupted from it as well. The new terminal will increase noise and pollution and adversely affect the health and well-being of my entire family.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

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refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Jennifer Sunderland
11533 Dilling Street
Studio City, CA 91604

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

**Comments 289, 290, 299, 300, 305, 342, 345,
390, 391, 393, 478, 479, 481**

Dear FAA/Burbank Airport,

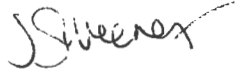
I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City (up in the hills) and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

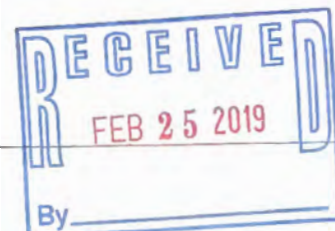
When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. The FAA must move the paths before proceeding with the replacement terminal!

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely, 
Julie Sweeney
(Long time Resident of Studio City, mother of two)
11650 Valleycrest Road
Studio City, CA 91604



02/28/19

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245



Dear Mr. Cushing, FAA/Burbank Airport,

I strongly oppose the New Expanded Terminal at Burbank Airport. The Burbank flight departure paths, that as of March 2017, began flying over my home have seriously disrupted my life in Studio City.

I bought my Studio City home in 2013 and there was minimal aircraft traffic or jet noise. I lived in what was a peaceful canyon neighborhood, but that changed in March of 2017. Due to the FAA changing the Burbank departure flights, all of a sudden there were hundreds of jets flying over my neighborhood mostly under 4000 feet altitude all day long. Now I hear jet noise constantly - it's the first thing I hear when I wake up, the first thing I hear when I come home from work and the last thing I hear when I go to sleep. I don't enjoy using my backyard anymore or leaving my windows open because of the constant noise and jet pollution that now rains down on my home. Image how you would feel if this happened to your home!

Before March of 2017, I did not file one single complaint about aircraft noise since it was never an issue. Since March of 2017 I have filed noise complaints constantly due to the amount of aircraft noise. The Airnoise stats (Airnoise.io) coming from Studio City (zip code 91604) are 44,100 for the last 30 days! People in Studio City have taken the time to file 44,100 complaints about Burbank jet noise!

The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal

must not proceed until the FAA moves the flight paths out of our protected parkland!

Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles.

The FAA must find a solution to move the paths back to where they were before proceeding with the replacement terminal!

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Please see attachments on next page for jet noise on a typical morning and monthly stats.



Sincerely,
Geraldine Symon
4040 Goodland Avenue
Studio City, CA 91604



Dashboard Complaints Stats

30 Day
Stats
as of
2/25/19
12:00pm

Complaint Statistics

	24 hrs	7 days	30 days	Total
Your Complaints for KBUR	37	101	579	6,968
All Complaints for KBUR	3,112	18,042	81,319	404,977
Your Complaints for KVNY	6	9	40	227
All Complaints for KVNY	1,016	4,124	19,734	61,492
All Complaints for Zip 91604	1,760	8,922	44,100	220,772



Dashboard Complaints Stats

Support

Complaints for Geraldine Symon

1 hour
of jet noise
flying over
my house.
2/25/19

	Date/Time	Airport	Type	Callsign	Registration	Operation	Dist (mi) / Alt (ft)
	February 25, 2019 07:43	KBUR	Business Aviation	N373RS		Departure	0.98 / 5300
	February 25, 2019 07:35	KBUR	Commercial	SWA441	N936WN	Departure	0.5 / 4100
	February 25, 2019 07:32	KBUR	Commercial	QXE2021	N629QX	Departure	0.3 / 3450
	February 25, 2019 07:30	KBUR	Commercial	SWA2178	N7827A	Departure	0.78 / 3625
	February 25, 2019 07:28	KBUR	Commercial	SWA490	N8682B	Departure	0.86 / 4350
	February 25, 2019 07:19	KBUR	Commercial	SWA516	N208WN	Departure	0.62 / 3975
	February 25, 2019 07:13	KBUR	Commercial	SKW4161		Departure	0.69 / 3800
	February 25, 2019 06:46	KBUR	Commercial		N378TP	Departure	1.73 / 4750

February 24, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study.

The flight paths have seriously disrupted my life and my work. We are not able to work at home, sleep soundly or be outside in our yards because of the consistent barrage of noise at all times of the day and night. The planes are flying so incredibly low and are taking off overhead at such regularity that it is impossible to take a break from them anywhere in my home! You can hear them in every nook and cranny of my house and this just began with the changes in early 2017 WITHOUT NOTICE.

When we moved into the neighborhood in 2005, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. As you very well know, health effects of being so close to the aircraft are severe!!!!!!

The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film

industry. Home values are dropping which, in turn, is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles.

A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I vehemently oppose the replacement terminal at BUR. We are fighting now, but have only just begun to make our collective voices heard. **This. Is. Not. RIGHT.**

Sincerely,

KRISTEN TARNOL
13423 Rand Drive
Sherman Oaks, CA 91423

February 20, 2019

Mr. David F. Cushing
Manager, Los Angeles Airports District Office
777 S. Aviation Blvd., Suite 150

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. My daughter is in school in Studio City and is constantly disrupted by the loud airplanes flying above her school during the day. In the afternoons while she is trying to do homework she is constantly interrupted by planes flying overhead. At times it feels like the airplane is so close that it shakes our entire home. Late evenings when we are attempting to sleep we often lay awake because of the loud airplane noise and are other times awoken from sleep because of them.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in black ink, appearing to read 'Talin Tenley', with a long horizontal stroke extending to the right.

Talin Tenley

11229 Laurie Drive

Studio City, CA 91604

Comments 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 260, 264, 268, 269, 270, 271, 272, 279, 282, 284, 285, 291, 292, 293, 294, 300, 305, 332, 337, 338, 345, 352, 353, 354, 365, 366, 367, 368, 380, 391, 400, 401, 403, 406, 417, 454, 473, 478, 481, 493, 508

February 28, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

In view of the current problems that have been caused by Next Gen flight paths, the dramatic effect on our lives, the ruination of the environment, the toxic fuel emissions and particulate matter that falls to earth due to the low altitudes, the ridiculous and continuous noise levels from early morning to late at night, the lack of consultation, lack of compensatory consideration, lack of consideration for the public well-being generally, and the intractable, secretive, difficult, elusive, misleading and generally rule-flaunting activities we have witnessed perpetuated by the FAA and the local airports over the past two years, I can only object, and oppose the New Expanded Terminal at Burbank Airport. When you stop trying to destroy the environment and people's right to live peaceful happy lives we may reconsider. Until then, please stop. See below for more facts.

Sincerely



Eric Theiss
3446 Coy Dr
Sherman Oaks
CA 91423

FURTHER FACTS FOR CONSIDERATION FOR BURBANK'S NEW EXPANDED TERMINAL

The following impact analysis will show that BUR's "replacement" terminal is essentially an "expansion" that will result in increased operations and efficiency such that it will significantly increase noise and pollution to the surrounding communities. According to National Environmental Policy Act (NEPA), the FAA must consider all cumulative impacts of the proposed terminal expansion.

This proposed Expanded Terminal represents a profound threat to our LA Valley communities. Through cumulative actions taken by FAA/BUR, our communities and

protected parklands have been fundamentally degraded – severely reducing quality of life by massively increasing noise and pollution. The proposed Expanded Terminal at Burbank will guarantee increased efficiency, even without adding more gates. That means more flights, larger jets and jets flying even closer together. The proposed Expanded Terminal will add significantly to the numerous cumulative negative impacts we are already experiencing under the disastrous 2017 change in flight path that occurred without notice or environmental study, resulting in more than 260 overflights per day. We cannot allow the proposed Expanded Terminal to go forward without fundamental and comprehensive changes in the flight path, protection of our communities and parklands, and limits on airport growth and operations.

FAA'S Environmental Impact Statement (EIS) must define the "Affected Area" to include the footprint of procedures overflying the noise-sensitive hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains. All Environmental Resource Categories should be evaluated and analyzed in the "Affected Area" thus defined.

Cumulative Future Impacts Directly Resulting From Proposed Expanded Terminal:

*The terminal expansion must not be considered in a vacuum. NEPA requires that the FAA evaluate the impact of its action (replacing the terminal) "when added to other past, present, and reasonably foreseeably future actions," whether direct or indirect (40 CFR 1508.7, 1508.8). The impact the proposed Expanded Terminal will have must be considered along with all other cumulative impacts.

*The proposed Expanded Terminal, with its greater size, increased amenities, and improved airside facilities, will increase efficiency, allow for processing of more passengers, and result in a greater number of flights and larger jets.

*The proposed Expanded Terminal is expected to have the same number of gates (14) as the existing terminal. However, with its increased size, it is reasonably foreseeable that more gates will be added in the future, and therefore must be considered as a cumulative impact. All it would take to expand beyond 14 gates is approval by the City of Burbank. The City of Los Angeles would have no say in the matter.

*The FAA is underestimating its impact on our communities and underestimating future growth. Although passengers (enplanements) at Burbank Airport (BUR) have increased 28% over the last 3 years (11.7% of that in 2018 alone), the FAA is projecting growth from 2019 through 2029 at only 1.2% to 2% annually. These projections are simply not credible. In fact, in marketing materials, BUR touts that growth is explosive, stating, "the airline industry is only now beginning to fully recover from the Great Recession" (LA Curbed Article 2/7/19). The proposed state-of-the-art Expanded Terminal will further increase passenger numbers, thereby multiplying the cumulative impacts on the Affected Areas.

*BUR estimates that the proposed Expanded Terminal will cost \$1.24 billion, significantly increased from the originally estimated \$400 million. To increase revenue, as they must do, BUR will increase capacity by bringing in more passengers in larger jets. Larger, heavier jets will make slower turns, driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the Affected Areas.

*Expanded Cargo Facilities will encourage more cargo jets creating heavier, slow-to-gain-altitude jets that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

*Expanded General Aviation Facilities will encourage more general aviation aircraft that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

Metroplex and Cumulative Impacts:

* Proposed Expanded Terminal process must be halted until all cumulative actions taken by FAA/BUR that have already severely impacted Affected Areas are mitigated and alternatives are found.

*Previous cumulative actions taken by FAA/BUR that must be considered in combination with the proposed Expanded Terminal include, but are not limited to, the following:

- The current, unauthorized departure procedures implemented in 2017 at same time as Metroplex;
- Proposed departure procedures OROSZ THREE AND SLAPP TWO;
- Skyrocketing passenger and operations growth at both BUR and Van Nuys Airport (VNY);
- Changes in flight path at nearby VNY;
- Impending closure of Santa Monica Airport that has created increased operations at BUR and VNY; and
- Increase in helicopter traffic that must fly below the jets from both BUR and VNY, creating a stacking effect.

All of the above actions currently contribute to, and will continue to contribute to, increased cumulative impacts on residents, students, local business, film industry, and parklands that are under the narrow, focused flight path.

*The FAA's Environmental Impact Statement (EIS) must not claim a baseline that includes the currently flown unstudied and undisclosed departure procedures introduced in 2017. To do so would constitute a false baseline. To do an accurate comparison, the FAA must use pre-Metroplex conditions as a baseline to compare the impacts that the proposed Expanded Terminal would have on the environment and surrounding

*It has already been determined by an independent analysis conducted by Landrum & Brown that the BUR flight paths shifted south in a concentrated path over the Affected Areas. This change in flight track occurred in early 2017 without notice or environmental study. Prior to 2017, there was only occasional jet noise. Now there is a constant, disruptive, low, loud jet disruption in our formerly tranquil, hillside neighborhoods. The proposed Expanded Terminal will amplify these impacts that the FAA/BUR has failed to address/mitigate despite intense and widespread public controversy.

*BUR proposed procedures SLAPP TWO and OROSZ THREE would make permanent the current path that FAA/BUR began vectoring in March 2017, without notice or environmental study, over the Affected Areas. BUR has stated that the FAA is planning to do an Environmental Analysis (EA) as a result of extreme public outcry. Such EA is expected to take 12-18 months. The proposed Expanded Terminal must be put on hold NOW and not proceed until the FAA completes its process.

*Through its own analysis, VNY reports an increased number of departures by 35% since 2016. It has also moved departure path HARYS TWO south and east (with institution of waypoint PPRRY in May 2018) to traverse the same portion of the Santa Monica Mountains that BUR currently impacts by its departures; and that the proposed departure procedures SLAPP TWO and OROSZ THREE will continue to impact by adding waypoints JAYTE and TEAGN. The proposed Expanded Terminal must not proceed until these paths, already cumulatively impacting Affected Areas, are changed, and paths consistent with Section 175 of the FAA Reauthorization Act are explored.

*Both BUR and VNY estimate a projected 15% increase per year in air traffic, which will contribute significantly to the current air noise over the Affected Areas. The proposed Expanded Terminal will compound these projections.

*Santa Monica Airport (SMO) shortened its runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the Affected Areas. SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the Affected Areas.

Public Controversy:

*The Expanded Terminal has a cumulative, compounding effect on FAA prior actions (the current flight path and proposed procedures) that have been demonstrated to be "highly controversial on environmental grounds" under NEPA Rule 1050 1F 5-2 (10). Highly controversial is defined as "opposition on environmental grounds to an action, by a Federal, state or local government agency, or by a ... a substantial number of the persons affected by such action...." Such opposition occurred during the comment period for the proposed procedures, SLAPP TWO and OROSZ THREE, ending November 18, 2018 as exhibited by the protests of thousands of community members (evidenced by the Petition signed by almost 3,500 people and climbing); 396,000+ noise complaints filed, the opposition of current paths and proposed procedures by elected

November 18, 2018 as exhibited by the protests of thousands of community members (evidenced by the Petition signed by almost 3,500 people and climbing); 396,000+ noise complaints filed, the opposition of current paths and proposed procedures by elected local, state, and federal officials; the opposition by Burbank Airport itself; the over-capacity turnout at the October 18, 2018 Burbank-Glendale-Pasadena Airport Authority meeting, high public turnout at FAA Workshops on November 7/8, 2018, and blanket press coverage. Public Controversy continues during the comment period for BUR Expanded Terminal with high public turnout at the Public Scoping meeting on January 29, 2019, and a Petition opposing the Expanded Terminal so far signed by more than 1,200 people.

Impacts to Protected 4(f) Parkland:

*Under Section 4(f) of the U.S. Department of Transportation Act, the FAA must avoid potential impacts to "publicly owned parks, recreation areas (including recreational trails), wildlife and water fowl refuges, or public and private historic properties" (23 SFR 774). The FAA is required to look at all other alternatives to avoid overflying 4(f) protected parkland and has failed to do so. The new, more efficient Expanded Terminal must not move forward until the FAA abides by this statutory law and finds alternatives to the cumulative actions already taken by FAA/BUR. Viable alternatives have already been presented to the FAA in a comment letter by the City of Los Angeles, dated November 16, 2018, that the FAA has failed to consider thus far. The Expanded Terminal will further degrade our public parklands – our quiet refuge from noisy city life. It will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited. Mountains Recreation & Conservation Authority and Santa Monica Mountains Conservancy consider "quiet to be a critical component of the natural lands visitation experience" (SMMC Letter 1/28/19). The Expanded Terminal combined with other actions taken by FAA/BUR "contribute to a continually increasing level of impacts inconsistent with the recreational and quiet refuge values of the affected natural parklands" (SMMC Letter 1/28/19).

Mountainous Topography Amplifies All Cumulative Impacts:

*Hillside/canyon acoustics exacerbate noise. Many of those in the Affected Areas live in the Santa Monica Mountain range and foothills at elevations of 800 to well over 1000 feet, thereby making aircrafts' effective Above Ground Level (AGL) altitude lower than if overflying flat land. Noise concentrates in bowl-like canyons and sustains and bounces off mountains in all directions, creating more noise for everyone, even spilling and deflecting to neighborhoods outside the immediate hillside area. The FAA/BUR has failed to consider this aggravating circumstance when taking previously cumulative actions to re-route low-flying jets over this type of terrain and must consider, study, and measure the unique topography when considering how the Expanded Terminal will further amplify already devastating cumulative noise impacts.

Wind and Weather Impacts:

*Wind and weather paths are increasingly becoming the norm. Wind Day Paths bring arrivals over affected communities instead of departures. Extremely low landing altitudes over terrain with many obstacles increase danger to aircraft and passengers as well as to those on the ground. Significant health risks are magnified. The efficiency of the state-of-the-art Expanded Terminal will increase the frequency of low altitude arrivals and contribute to an already dangerous action taken by FAA/BUR.

Safety Impacts:

*Increasingly, simultaneous departures and arrivals, often within 1,200 feet of each other, are occurring over mountainous terrain. This practice contributes to and significantly worsens the dangerous cumulative safety impacts and the welfare of our communities. The new, more efficient Expanded Terminal will increase this phenomenon. It will also increase the sheer number and frequency of aircraft traversing the mountains at lower altitudes, thereby compounding the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires, that will spread through the Santa Monica Mountains. Lack of ingress and egress through the terrain make it impossible for emergency vehicles to pass. This is exceedingly reckless and constitutes a dereliction of the FAA's obligation to society.

Health Impacts:

*The new, more efficient Expanded Terminal will increase the already burdensome cumulative negative health effects from constant, low-flying jets over elevated terrain that degrade air quality and cause serious health problems:

-Health effects of jet pollution are severe. Jet fuel emissions are a toxic stew of benzene and hazardous chemicals. At or below 3,000 feet (mixing level), particulates fall to the ground rather than being absorbed in the atmosphere. Fine particulate emissions are dangerous and cause respiratory disease, heart disease and cancer. Children and the elderly are "sensitive receptors" and are most susceptible. Air quality degradation will be increased, threatening the health of residents, students, and visitors. The greater the volume and frequency of jet overflights, the greater the pollution, and the greater the cumulative health risk.

-Health effects of noise are severe. According to the World Health Organization and a Columbia University study, noise has been proven to cause heart and lung disease, strokes and even reduce longevity. The greater the volume and frequency of jet over flights, the greater the cumulative health risk.

-Noise increases disruption in schools and interferes with students' ability to learn. Hillside schools are not designed to be under a flight path. They were not built near a freeway and therefore do not have soundproofing, triple paned windows, or air filtration. Flight frequency due to the higher efficiency of the proposed Expanded Terminal will

increase cumulative impacts already suffered by our children as a result of previous actions taken by FAA/BUR.

Economic Impacts:

*The new, more efficient Expanded Terminal will increase the economic loss already experienced in the Affected Areas.

- Negative effects on local businesses and restaurants will increase.

- The film industry centered in Studio City is already disappearing due to current unauthorized flight paths that a New Terminal would exacerbate. TV and film shoots in Studio City and Sherman Oaks - a critical part of our local economy, with CBS Television Studios a huge contributor of jobs and local tax revenues - would be severely affected by the Expanded Terminal. Crews already have to "hold a shot" every 90 seconds as a flight passes due to other cumulative actions already taken by FAA/BUR. Many on-location shoots are simply moving elsewhere due to the constant noise.

- Home values have already been impacted and are on the decline. Cumulatively, this, in turn, causes a massive reduction in tax revenues to the City of Los Angeles.

Construction Environmental Impacts:

*Residents near BUR and along the soil export route have grave concerns about vast amounts of contaminated soils traversing their neighborhoods, potentially exposing them to dangerous materials. Residents near BUR also have concerns about the growth of the airport, as well as increased traffic surrounding the airport, and air pollution from traffic.

Mitigation:

*Based on prior actions taken by FAA/BUR, mitigation of harm must be implemented before plans for the proposed terminal can continue. The damaging and unreasonable cumulative impacts resulting from BUR/FAA action, as evidenced by widespread public controversy, must be addressed and resolved. Meanwhile, all plans for the proposed Expanded Terminal must immediately cease.

- FAA must address and consider request from BUR to use Section 175 of the FAA Reauthorization Act to create dispersed lateral tracks away from the 4(f) protected Santa Monica Mountains. Use of Section 175 has the support of the City of Los Angeles through its Resolution dated 2/5/19.

- FAA must consider a full "reset" of BUR path to the historical dispersed path.

Alternatives:

-FAA must consider a full "reset" of BUR path to the historical dispersed path.

Alternatives:

Other alternatives must be considered such as:

*Rerouting the flights east or southeast over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the air noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.

*Redesign by modifying and regrading the 15/33 Runway so it can be regularly used for northern takeoffs.

*Redesign considering a dedicated Runway for Southwest Airlines, Burbank's largest carrier, to depart to the north.

*Redesign Runways and Departures to accommodate departures on other runways, in other directions to reduce southwestern departures.

*Redesign Runways and "Wind" Arrival Procedures to provide alternatives to descending over mountainous terrain.

*Redesign runways to accommodate alternate procedures for some "less competent jets" that can't always complete their turns prior to the 101 freeway.

*Restoring the pre-NextGen historical 6-mile wide flight path, proven safe for decades.

*Creating multiple tracks and alternate tracks in ALL directions. There is webtrak evidence of numerous successful northern departures by all jets, as well as eastern departures.

*Transferring or shifting some of the General Aviation or Cargo operations to another existing public airport (or airports) in Southern California.

*Retiring all General Aviation operations. The Expanded Terminal will encourage more General Aviation including large jets that are not subject to BUR's voluntary curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.

*Retiring or reducing Cargo operations. The Expanded Terminal will encourage more cargo and heavier slow-to-gain-altitude jets that are not subject to curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.

*Relocating the airport to a less populated area. The Expanded Terminal will have Metrolink connections to Antelope Valley and Ventura. These high-speed rail lines are two-way. A New Airport designed to meet all FAA standards could be located on the other end of either line in a less densely populated area.

(End Eric Theriault comment)

If the Burbank Airport is at all interested in maintaining positive relations with its neighbors, I would respectfully request IMMEDIATE effort towards influencing the FAA to move flights paths OUT of the protected Santa Monica Mountains.

CHANGE THE FLIGHT PATTERN OR STOP THE BURBANK
TERMINAL!

Thank you,

A handwritten signature in cursive script that reads "Rosemarie Thomas". The signature is written in black ink and is positioned above the printed name.

Rosemarie Thomas

Rosemarie Thomas

February 18, 2019

RE: Burbank Airport Expansion / Noise

Dear FAA/Burbank Airport,

I live in the San Fernando Valley, tucked up well into the Santa Monica Mountains. My life has changed significantly since the FAA implemented NextGen.

Not only did the FAA impose NextGen onto valley residents without consultation but it did so without an environmental impact study to determine the effects of the flight patterns on Humans, wildlife, vegetation, FIRE safety (especially for those of us living in a canyon), quality of life and mostly air quality.

The aircraft sounds reverberate and echo in our once peaceful canyon.

The waypoints established by the FAA force jets to make the apex of their turns directly over the hillside communities whose elevation is shockingly close to the aircraft heights. These planes are accelerating to gain altitude over our homes and with that maximal burning of jet fuel, they deposit harmful particulates onto our roofs, gardens, homes and into our lungs.

I no longer walk and hike in my neighborhood, plant a vegetable garden, open my windows or sit in my back yard. I have had to double the strength of my inhaler since the new flight pattern started.

Imagine not being able to open one's windows due to the jet fuel particulates and deafening noise! If we sit outside in our backyard, we have to stop talking when a plane goes over our house in order to hear each other.

I am awakened at ALL hours of the night. I am forced to sleep with ear plugs and yet I still hear the planes. I am sleepless and exhausted.

3662 Ventura Canyon Avenue · Sherman Oaks CA 91423

Telephone 818/907/6029 · FAX 818/804/5121

Email: rose@homeopathyway.com

February 15, 2019

Dear FAA/Burbank Airport,

I am writing this letter to communicate the dreadful and horrific impact the early 2017 flight path changes have had on my family, work and neighborhood.

My family and I moved to Studio City in July of 2017, where we believed we had found our dream home, in a charming, quaint and peaceful neighborhood, a home with enough space to grow our family and a cozy backyard to enjoy the nice LA weather and sunshine and host pleasant friends and family gatherings. We worked hard to save enough money for a down payment, and it was all seemingly worth it. Since then, everything has changed. The neighborhood is destroyed. Our quality of life is destroyed. The constantly increasing volume of low altitude flights and countless number of helicopters flying above our heads night and day have caused tremendous stress and anxiety to my family.

- **Indoor life:** Our fourteen month son has suffered from tremendous sleep deprivation since he was born, as the house and its windows constantly shake and rattle from the thunderous roaring engine noise penetrating the windows and walls, while helicopter propellers propagate the home creating a sharply increasing pulsating attack. We are constantly challenged to soothe and shield our son from these noises, which is typically a fruitless attempt as we can't keep up with the constant barrage of planes and helicopter. The noise is also harmful to our family dog, as dogs are well-known to have an acute and astute sense of hearing, further causing stress and anxiety. All our windows remain closed 24/7, irrespective of the weather outside, as the noise is absolutely intolerable. Even with the television on or music playing, the thunderous sounds penetrating our home disrupt and create havoc. Every time we see a plane, which is about every 2-3 minutes if not more, our stress and anxiety levels increase, which has proven to be detrimental to overall health.
- **Outdoor life:** We no longer utilize our backyard, as we find the noise and the constant eyesore of planes flying above at 1,500 foot altitudes a huge nuisance and deterrent of peace and tranquility. Any dreams of hosting family gatherings our teaching our son to swim on our pool are now destroyed and shattered, thanks to the new flight paths. We also worry about jet fuel fumes being omitted and their potential long-term disastrous effects on our health. We used to take family walks around our neighborhood, but that no longer happens either. We used to take hikes at Fryman Canyon, but the nature and wildlife there are being jeopardized and harmed as well. Any sense of community has been destroyed.
- **Schools:** One of the reasons we moved to Studio City was to one day send our child to the highly acclaimed Carpenter school, as we paid quite the premium to live in our neighborhood for such a privilege. This is another dream that has been destroyed, as we do not want to expose our son and future children to the noise and air pollution from flights flying directly above the schools at extremely low altitudes. We've heard the complaints and concerns from current Carpenter parents, and we are deeply troubled by the potential harmful impact and effects from the flights above.
- **Work:** Working from home, which my wife and I have always done, is no longer an option, given that it's impossible to focus and be productive from the barrage of the superhighway of planes and

helicopters above. We now spend more time working away from home and less time around our son.

My family's experience is just one example of why making the proposed flight procedures permanent is unacceptable and will be challenged with greatest might and intensity of our community members. Studio City as we know it no longer exists. The flight paths have ruined our community, and the complete disregard of the FAA is shameful. We will not support the Burbank "Terminal Expansion", as this will further exacerbate the situation by accommodating larger planes and a greater frequency of flights, through its efficiencies, larger gates and longer runways. We ask that the proposed flight paths be rejected and changed immediately, as more viable and less detrimental options and alternatives be considered and evaluated. Only once this happens will we even consider supporting the Terminal Expansion. Until then, there will be no such support.

Thank you for your time and consideration.

Shant & Selina Thomasian
4312 Rhodes Avenue
Studio City, CA 91604

February 19, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Colfax Meadows, Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. In particular, it is scary to see planes so low over the Carpenter Community Charter School, Bridges Academy, and the local parks.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 200 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already

diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Melish Thompson
4327 Beck Avenue, Studio City, CA 91604

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work, especially my health and the health of my family.

My husband has an acute heart condition (Arrhythmogenic Right Ventricular Dysplasia) which renders him unable to drive. Because of this, he is forced to work from home which means he will be directly impacted by increased flights from Burbank Airport traveling non-stop over our house. Increases in flights will disrupt his work, increasing his stress and thereby exacerbating his heart condition. He will experience increased anxiety and stress from the noise and this will have a negative impact on his work, likely reducing his output and impacting his earning potential. We also have two young children ages four years old and just under two years old, and the potentially harmful chemicals from planes flying low over our house could have deleterious effects on their health. My youngest has immune system defects and could be greatly impacted by the increase in flights. I suffer from an autoimmune disease called Achalasia that is progressive and could cause me to have flare ups due to the increased stress and anxiety from the constant disruptions of planes flying overhead. My family is already over stressed and needs to reduce anything that could aggravate our health and by extension our finances.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly

without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.
Sincerely,

Leah Tighe
12206 Hillslope St.
Studio City, CA 91604

February 26, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work, as I run a business out of my home. The noise is sometimes so loud from passing jets that it wakes me up in the middle of the night.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of

people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

**Rachel Tobias
4436 Irvine Ave.
Studio City, CA 91602**

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

February 18, 2019

re: Proposed Expanding Terminal at Burbank Airport

The proposed Expanded Terminal represents a tremendous threat to our LA Valley communities. Through cumulative actions taken by FAA/BUR, our communities and protected parklands have been fundamentally degraded – severely reducing quality of life by massively increasing noise and pollution. The proposed Expanded Terminal at Burbank will guarantee increased efficiency, even without adding more gates. **That means more flights, larger jets and jets flying even closer together.** The proposed Expanded Terminal will add significantly to the numerous cumulative negative impacts we are already experiencing under the disastrous 2017 change in flight path that occurred without notice or environmental study. **We cannot allow the proposed Expanded Terminal to go forward without fundamental and comprehensive changes in the flight path, protection of our communities and parklands, and limits on airport growth and operations.**

FAA'S Environmental Impact Statement (EIS) must define the "Affected Area" to include the footprint of procedures overflying the noise-sensitive hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains. All Environmental Resource Categories should be evaluated and analyzed in the "Affected Area" thus defined.

Based on prior actions taken by FAA/BUR, mitigation of harm must be implemented before plans for the proposed terminal can continue. The damaging and unreasonable cumulative impacts resulting from BUR/FAA action, as evidenced by widespread public controversy, must be addressed and resolved. Meanwhile, all plans for the proposed Expanded Terminal must immediately cease.

-FAA must address and consider request from BUR to use Section 175 of the FAA Reauthorization Act to create dispersed lateral tracks away from the 4(f) protected Santa Monica Mountains. Use of Section 175 has the support of the City of Los Angeles through its Resolution dated 2/5/19.

My family and I live in the area just north of this mountain area and can vouch for the major increase in air traffic directly overhead since 2017. It has drastically affect our lives, waking us up early in the mornings now and keeping me from doing my work that I've always done at my home studio space, costing me serious expense to do this recording work elsewhere.

Other alternatives must be considered such as:

Rerouting the flights east or southeast over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the air noise and pollution. Los Angeles receives all the negative impacts with no reward or profit. Create a "Share The Noise" approach that we all can feel good about.

Redesign by modifying and regrading the 15/33 Runway so it can be regularly used for northern takeoffs.

Redesign considering a dedicated Runway for Southwest Airlines, Burbank's largest carrier, to depart to the north.

Redesign Runways and Departures to accommodate departures on other runways, in other directions to reduce southwestern departures.

Redesign Runways and "Wind" Arrival Procedures to provide alternatives to descending over mountainous terrain.

Redesign runways to accommodate alternate procedures for some "less competent jets" that can't always complete their turns prior to the 101 freeway.

Restoring the pre-NextGen historical 6-mile wide flight path, proven safe for decades.

Creating multiple tracks and alternate tracks in ALL directions. There is webtrak evidence of numerous successful northern departures by all jets, as well as eastern departures.

Transferring or shifting some of the General Aviation or Cargo operations to another existing public airport (or airports) in Southern California.

Retiring all General Aviation operations. The Expanded Terminal will encourage more General Aviation including large jets that are not subject to BUR's voluntary curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.

Retiring or reducing Cargo operations. The Expanded Terminal will encourage more cargo and heavier slow-to-gain-altitude jets that are not subject to curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.

Mr Cushing, You need to take responsibility over the human toll that this is taking and step up.

There are "Lives" in play here, not just "Money".

Respectfully,

John Van Tongeren
12248 Viewcrest Rd
Studio City, Ca. 91604
mc202vt@yahoo.com

From: John Van Tongeren <mc202vt@yahoo.com>

Date: January 29, 2019 at 2:12:10 PM PST

To: "info@studiocityforquietskies.com" <info@studiocityforquietskies.com>

Subject: Burbank Airport New Terminal comment 01/29/2019

Mr. David F. Cushing, Manager

Los Angeles Airports District Office, LAX-600

El Segundo, CA 90245

I live in Studio City, underneath the narrowed flightpath the jets from Burbank Airport have been using for over the past year and a half. There is absolutely no way that I can support any modification of Burbank Airport (Bur) without the Airport Authority first dealing with the FAA regarding sharing the noise over our communities, effectively rolling back the NextGen approach to a more broad flight path plan.

It has already been determined by an independent analysis conducted by Landrum & Brown that the flight paths out of Burbank Airport (BUR) shifted south in a concentrated path over the hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains (Affected Areas). This change in flight track occurred without notice or environmental study.

The new Terminal will increase efficiency, leading to a greater number of flights and larger jets. The proposed "Replacement Terminal" at BUR will contribute significantly to increased cumulative impacts on the affected areas.

In their operations meeting on November 5, 2018, BUR estimated that the new terminal would cost \$1.24 billion, significantly increased from the originally estimated \$400 million. They proposed that they would be in "lockstep" with the airlines they serve in order to increase revenue to pay for the new heightened cost of the terminal. To increase revenue, they must increase capacity by bringing in more passengers on larger jets. Larger, heavier jets will make slower turns driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the affected areas.

The expansion of airside facilities such as the construction of a new 413,000 square foot aircraft ramp and the extension of Taxiway A and C will allow for improved operation efficiency and larger aircraft, thereby increasing cumulative impacts on the affected areas.

This all points to our communities under the current flightpaths to be victims of all of this increased activity and without a change in approach by the FAA regarding flightpaths, you will be destroying our children's and our quality of life.

John Van Tongeren

12248 Viewcrest Rd

Studio City, Ca. 91604



From: **John Van Tongeren** <mc202vt@yahoo.com>
Date: Tuesday, January 29, 2019
Subject: Jet Noise Burbank/Comment to the FAA - Burbank Airport Authority
To: "uproarla@gmail.com" <uproarla@gmail.com>
Cc: "Brad.Sherman@mail.house.gov" <Brad.Sherman@mail.house.gov>, "councilmember.krekorian@lacity.org" <councilmember.krekorian@lacity.org>

It's 7:10 am and again, I've been awakened by the steady stream of jets taking off over our house. For years I've been able to sleep through the occasional jet noise but not for the past year when flight activity above increased substantially. And this is only the first hour of a very long day dancing with the sounds overhead.

After coffee I sit and think about all the school kids outdoors right underneath the fallout from all the jet exhaust. I go visit my next-door neighbor who has an original house from the 40's and the noise is twice as loud there due to the single pane windows he has. I couldn't manage that kind of noise. I create music for a living and have a studio at my house and my recording activity has been severely impacted by the jet noise. It is literally impossible to have a recording session during the day anymore, which creates undo stress with delivery deadlines. Dinnertime has lost it's peacefulness and TV viewing is a constant struggle managing the volume between takeoffs every minute or so. Even the voluntary curfew is being abused after 10 pm; there were roughly 10 flight actions between 10 and 11 last night, JetBlue and Southwest among others.

And all of this is currently happening with the plane activity at 3,300 ft approx. I can't even imagine what it will be like at under 2,000 ft!

It's sonic eminent domain, a total disregard for our communities underneath this narrow flight path. Hundreds of flights daily now over a small swath of land with schools, parklands and our houses. Our health, our comfort, our property values, all that we've worked so hard for is being destroyed by this action. A share the noise solution has to be found to keep this from happening.

John Van Tongeren
12248 Viewcrest Rd
Studio City, Ca. 91604
(818) 980-2205

Dear FAA/Burbank Airport,

I strongly oppose the New Expanded terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flightpaths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and work. Every day I am awakened early by the first plane that takes off from the Burbank Airport, and the harsh sound of the planes continues all day long! This is NOT what I anticipated when I paid a high price for my home in Studio City! When I used to enjoy the outdoor lifestyle, I now find myself going back inside due to the harsh and devastating noise that occurs when the planes go over my home! My guests comment about the noise! As I purchased my home for the backyard lifestyle, the noise has definitely taken that away from the value of my lifestyle! I also work from home, and the noise is a great interruption during the day...every single day!!! The anxiety I feel on a daily basis from the noise is great!

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with the barrage of more than 260 aircraft overhead at all hours of the day and night from Burbank. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds! Health effects of being so close to the aircraft are severe. The FAA MUST not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particles that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and the wildlife in metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is a huge part of our local communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions of tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles.

The FAA must move the paths before proceeding with the replacement terminal!

For the above-stated reasons and all of this submitted by our local Quiet Skies groups, I oppose the replacement terminal at Burbank!

By the way, I have heard four planes go over my house while writing this short letter!!! (in about 12-15 minutes time!) This has got to STOP!!!

Sincerely,

Cindy Ware
4253 Teesdale Ave.
Studio City, Ca 91604

Kenneth J. Weatherwax, Esq.
15278 Rayneta Drive
Los Angeles, California 91403

February 24, 2019

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, California 90245



Dear Mr. Cushing,

I write to express my emphatic opposition to the terminal expansion, as a homeowner and resident of the foothills of the Santa Monica Mountains in the West Sherman Oaks Hills area.

I recently attended the January 29, 2019 "scoping meeting" concerning the proposed terminal expansion at Hollywood Burbank Airport. As described further below, I urge the Federal Aviation Administration and the airport operator to take account of the information available to it concerning the unacceptable impacts of the existing, recently modified operations at Hollywood Burbank Airport, and in addition to restoring the previous flight operations that have been changed, refrain from creating further unacceptable flight operations.

I am one of thousands of people suffering under the flight paths that were changed without adequate notice or environmental study. The flight paths have seriously disrupted my life and my work. With the new, interminable cavalcade of loud aircraft passing overhead, I am unable to sleep properly, making performance of my work more difficult. My home becomes effectively uninhabitable.

I am hearing impaired, yet still am affected by the aircraft noise. I lack all the conductive bones in both my middle ears. Yet even though I am hard of hearing, I am still not immune from the aircraft noise from the new flight paths. Nor are those who live with me in my home.

My fiancée, I, and my dogs are experiencing what I refer to as "the Blitz." Day after day, hour after hour, minute after minute, Hollywood Burbank Airport and Van Nuys Airport now launch and land airplanes that fly, one, after the other, almost nose to tail and often not even a minute apart. There are periods of respite, but they are random and the "blitz" can and does resume at any time. The aircraft fly low and loud over the mountains, often far below the minimum safety elevations above the ground below that are enumerated in federal regulations. There is a dramatic decrease in the distance between the aircraft and the ground as they fly over the mountains. They inflict random, periodic, often ear-splitting noise upon thousands of homes, large and small. We cannot get a good night's sleep except on those rare days when the FAA routes the planes differently (sometimes explainable by wind direction, but only sometimes). We spend our nights not sleeping and our days filing noise complaints and filming the planes blitzing our house. My home is a quite small, midcentury modern home, built with a flat roof and wide windows on a hillside. There is no

way it can be soundproofed. At the time it was built, and at the time I moved in 50 years later, it did not need to be soundproofed. And, of course, the yard cannot be soundproofed from the enormous noise. The FAA, and the airport, does not have the right to destroy my existing right to quiet enjoyment of my home.

The topography of the mountains intensifies the sound. The canyon walls throughout the hills make the aircraft's booming noise reverberate and echo throughout my neighborhood and for an extended duration in and out of my home.

The operations from Hollywood Burbank Airport are also creating cumulative noise impacts. The FAA is slotting the northbound Hollywood Burbank takeoffs, once they make their turn over Studio City and Sherman Oaks, through the empty airspace above the Van Nuys Airport (and below the LAX traffic high above that). In doing so, they force the takeoffs and landings from Van Nuys Airport to fly lower to avoid interfering with the Hollywood Burbank traffic, which in turn forces helicopter traffic to fly still lower, right over our homes. The recent takeoff and departure operations thus have exacerbated a crowded airspace problem, not improved it.

I live eight miles from the airport. I understand that airports have to exist: indeed, I support their right to exist. But I hope that you understand that just as I have no problem being a good neighbor to an airport, I have a right to expect the airport to be a good neighbor to me. I do not even live near the airport. To say that the Hollywood Burbank Airport is not being a good neighbor is understating the problem.

We cannot live acceptably in these existing conditions. It is not a coincidence that sleep deprivation from semi-random, periodic and/or extended bursts of loud noises is historically one of the main interrogation techniques for intelligence agencies. Since I and my family have lived with sleep deprivation from the overflights of Hollywood Burbank's jumbo jets for many months, I can attest that it is a terrible experience. As a result, we are joining organizations, including new organizations, formed to fight the noise of the aircraft operations. We have never done any of these things before. We are considering unreasonable solutions, such as selling our home. But whoever might buy it would, presumably, take into account why I am selling it.

Health problems from the intense, semi-random flight operations go beyond noise. In addition to the sleep deprivation, and psychological effects, there are also breathing problems from the jet fuel being burned over our homes. Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area.

Danger from potential accidents also is increased. These mountains are one of the most dangerous fire areas in the state. The thickly-populated mountains have narrow roads and dead brush. In the recent aircraft accident in Yorba Linda, four innocent people on the ground were burned to death by jet fuel in their home in the middle of a rainstorm. The results of such a crash in my mountain neighborhood could easily cause a catastrophe.

There can be no trust between the community, Hollywood Burbank Airport, Van Nuys Airport, and the FAA, when the airports and FAA knowingly and intentionally violate their own rules. For example, Hollywood Burbank Airport is violating its “noise curfew.” We have planes from Hollywood Burbank Airport flying low and loud over our home at all hours of the night, not only during daylight hours.

I am a Los Angeles business owner, with employees, as well as a homeowner. I pay corporate tax, city business tax, property tax, payroll tax, income tax, and sales tax. My employees pay tax as well. I pay rent to our office landlord. I pay for goods to city vendors. There are thousands of people like me and my employee living in these neighborhoods. The film industry is also an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. The effects of these operations may seriously depress the value of our homes reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give virtually all the monetary benefit to the City of Burbank and export virtually all the noise and pollution to the City of Los Angeles, including Hollywood, Studio City, Sherman Oaks, Encino, and other communities along the northern rim of the Santa Monica Mountains. Is my business so much less important to the cities of Los Angeles and Burbank than the increased profits of the airlines and the convenience of corporate jets flying into and out of the airports?

The terminal expansion would further increase the problem. When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level cannot be borne, with a barrage of *hundreds* of aircraft overhead at all hours of the day and night from Hollywood Burbank Airport and Van Nuys Airport. The last thing that is needed is to facilitate an increase in such operations using these unacceptable flight paths.

The airport and the FAA are each responsible for the problems the aircraft operations create. It is no answer for the airport to say that it cannot control what the FAA is doing with aircraft operating from Hollywood Burbank Airport before they land or after they take off. That would be like saying a proposed housing development has no responsibility for road traffic it will generate because it has no control over what the residents will do on surface streets once they are not inside its gates. The effect of aircraft operations are not my responsibility. They are the responsibility of the airport that allows the operations, advertises its services, and accepts fees for them.

The FAA’s public outreach has been inadequate. When I attended the “scoping meeting” on January 29, I was struck by the data and forecasts presented on slides that the FAA was offering to the public about future flight operations. As a former engineer who modeled distribution systems in the electric utility industry, I know something about forecasts and data. These were misleading.

The information at the scoping meeting presented no predictions of how the terminal expansion would increase operations. The forecast operations on the FAA’s slides showed only a modest increase in operations. When I questioned the FAA consultant nearby he explained this “predicted” data was generated based on the assumption that the new terminal expansion would not be built.

That is honestly misleading. And if it was misleading to an experienced modeler like myself, it must also have been misleading to many of the other hundreds of angry residents who attended.

The scoping meeting did not address the problem of the current flight paths. Most of the hundreds of people there were there to register their upset at the recent changes in flight operations and to oppose any expansion of them (to say nothing of a reduction of their unacceptable effects). Yet the meeting materials and presentations had not a single word mentioning that problem. It was, thus, a meeting that ignored the elephant in the room.

I was never notified of, nor was given an opportunity to oppose, a new invisible freeway for aircraft over my house. One day the planes just began flying over, as little as 30 seconds apart, and simply did not stop. We did not receive a letter in the mail, the mayor's office did not announce it, the city attorney's office did not announce it, and the FAA did not announce it. The FAA's oblique announcements of new waypoints in the Federal Register are hardly enough, just as they would not be enough to build a real freeway over someone's house.

I have never opposed an airport before. But the changed flight path operations of Hollywood Burbank Airport have changed my life as if I am living under an invisible freeway, which roars over my head day and night. The situation is ridiculous, and if the airport cannot operate without doing this, there needs to be reconsideration of whether it should be allowed to operate at all.

In the time that it took me to write this letter, on a Sunday—even speeding up the process by borrowing some language from letters written by neighbors—more than **twenty** ridiculously low and loud flights of enormous jumbo jets passed overhead, their boom reverberating through the canyon and my home. This cannot continue, and to increase it would be absurd.

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at Hollywood Burbank Airport. **The FAA must move the paths before the airport proceeds with any replacement terminal or any expansion of operations.**

Please contact me if you would like to discuss my comments.

Sincerely,



Kenneth Weatherwax, Esq.

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weatherwax@lowensteinweatherwax.com

February 28, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life. **My home use to be my peaceful place to de-stress, that I enjoyed spending time in. It has turned into a place that I no longer enjoy due to the constant noise, directly above me, from these new flight paths. It wakes me up in the morning and I go to bed listening to them. I no longer keep my windows open nor choose to sit outside in my backyard, that I have worked so hard on. These planes are LOUD, LOW and worst of all extremely FREQUENT. I worry about my two young boys whose small bodies are breathing in the pollution from these jets. My husband and I worked years to save up for a house and did not sign up for this. We do not support a new terminal that will increase noise and the number of airplanes that fly over my house all day long!**

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City

of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

**Renee Weber
4208 Elmer Ave
Studio City, CA 91602**

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

February 23, 2019

Dear Mr. David F. Cushing:

What you are doing is so unfair. You have done nothing to dissuade the FAA from targeting Studio City with ALL your flight takeoffs. Every flight goes directly over my home. We have already seen a huge increase in flights, and now, with your planned expansion, there will be even more flights targeting my home and thousands of others in Studio City. I and others would support your expansion IF you pressured the FAA to widen the flight patterns so that it is spread out among many communities. You know very well that all flights, no matter what the destination, first fly over Studio City...even when heading north or east. This is despicable. I am doing my best not to swear. I paid good money for my home knowing that there were **not** a lot of planes flying over me. Now, you changed the rules and couldn't care less about the community, but rather only about greed and profits. Meanwhile, my home value and quality of life will plummet. You can still make plenty of money by spreading out the flights. Please pressure the FAA to significantly alter their takeoffs. This is government abuse of power that is usually only seen with tyrannical dictatorships.

Your planned expansion means more flights, larger jets and jets flying even closer together. The proposed Expanded Terminal will add significantly to the numerous cumulative negative impacts we are already experiencing under the disastrous 2017 change in flight path that occurred without notice or environmental study. **We cannot allow the proposed Expanded Terminal to go forward without fundamental and comprehensive changes in the flight path, protection of our communities and parklands, and limits on airport growth and operations. Please act now, before we have to file a lawsuit!**

Sincerely,

Matthew Yedlin
4243 Colfax Avenue
Unit B
Studio City, CA 91604

GUIDO ZWICKER

3720 ALTA MESA DRIVE
STUDIO CITY - CA 91604

T 917-257-8664
GUIDOZWICKER@ME.COM

February 24, 2019

To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear Mr. Cushing, FAA/Burbank Airport,

We strongly oppose the New Expanded Terminal at Burbank Airport!

We are among the many Studio City residents and home owners who are suffering under the flight paths that have been changed in early 2017.

More and more often, every morning and evening most flights follow this path on a regular bases, sometimes with up to two planes in one minute, over several hours. The noise wakes us up, bothers us at work and, specially at night, makes conversations or following news on TV almost impossible, not to mention weekends during which we should be able to enjoy our outdoors.

The shift towards these new flight paths have seriously disrupted our life quality, life style, health as well as our work.

When we invested in our neighborhood, we had only occasional, insignificant air traffic.. and it was gladly accepted .. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe.

The FAA must not allow the terminal expansion because it will even further increase the health risk from noise and toxic jet particulates that fall to the ground.

Furthermore the project is endangering our protected parkland and wildlife habitat: Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolitan area of Los Angeles.

Home values are dropping, which will potentially affect tax revenues for the City of Los Angeles.


It appears that the new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles.

The FAA MUST take serious steps and find solutions to moving the flight paths away from the hills, before allowing to proceed with the replacement terminal!

For the above-stated reasons and all of those expressed by our neighbors and submitted to you by our local 'Quiet-Skies' groups, we oppose the replacement terminal at BUR.

Sincerely,

Guido Zwicker,
Masami Fukuhara

Two handwritten signatures are present. The first signature, "Guido Zwicker", is written in a cursive, flowing style. The second signature, "Masami Fukuhara", is also cursive but appears more densely and somewhat less legible than the first.

D. TOPICAL RESPONSES

Many commenters identified the same or similar issues. The following are topical responses to each issue mentioned by at least ten separate commenters. The topical responses are organized by subject matter.

Flight Paths

1. Concern over flight paths to and from the Airport.

The FAA received various concerns regarding a different project related to proposed airspace departure procedures at the Airport. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review under NEPA. The proposals are independent projects and are not connected actions. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses these proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see

https://www.faa.gov/air_traffic/community_involvement/bur/.

The Draft EIS will analyze and disclose the potential environmental impacts resulting from the proposed replacement passenger terminal **project (Proposed Action) at the Bob Hope "Hollywood Burbank" Airport** (Airport) and will discuss them in Environmental Consequences chapter of the Draft EIS. This analysis will include various impact categories of concern expressed in the scoping comments such as air quality, noise, **socioeconomic impacts, children's health, etc. However,** the purpose of the EIS is not to address existing conditions at the Airport, but to evaluate the future conditions that would result when comparing the Proposed Action and any reasonable alternatives to the No Action Alternative. The Proposed Action will not result in changes to **the Airport's runway** configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. In addition, the Proposed Action would have no effect on the number of aircraft operations or destinations served by airlines.

The Proposed Action will **not result in changes to the Airport's runway** configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. In addition, the Proposed Action would have no effect on the number of aircraft operations or destinations served by airlines.

Alternatives

1. Retire all General Aviation operations. The Expanded Terminal will encourage more General Aviation including large jets that are not subject to BUR's voluntary curfew and will therefore, fly over noise-sensitive areas late at night and early in the morning.

The FAA does not have the authority to direct or place influence upon general aviation (GA) aircraft operators to shift their activity and services from one airport to another or to operate at specific times of the day. In addition, the Airport Sponsor does not have the authority to place restrictions on a targeted segment of the general aviation fleet that operates at the Airport or any other public use airport.

The Proposed Replacement Terminal Project would not result in changes **to the Airport's runway** configuration, timing of operations, or airspace. Additionally, the Proposed Replacement Terminal Project is not expected to result in changes to the aircraft fleet mix because the type of aircraft operating at the Airport is limited by the length of the runways, not the size of the terminal. No change in the length of either runway at the Airport is proposed as part of the project. Finally, the GA jets do not use the terminal for their operations, the enplanement of pilots and their guests, or the loading of cargo. Therefore, the type of general aviation aircraft that would operate at the Airport in the future would be the same as the type of aircraft that operate at the Airport today.

2. Retire or reduce Cargo operations. The Expanded Terminal will encourage more cargo and heavier slow-to-gain-altitude jets that are not subject to curfew and will therefore fly over noise-sensitive areas late at night and early in the morning.

The FAA does not have the authority to direct or place influence upon air cargo aircraft operators to shift their activity and services from one airport to another or to operate at specific times of the day. In addition, the Airport Sponsor does not have the authority to place restrictions on a targeted segment of the air cargo fleet that operates at the Airport or any other public use airport.

The Proposed Replacement Terminal Project would not result in changes **to the Airport's runway configuration, aircraft fleet mix, number of** operations, timing of operations, or airspace. The new cargo facility would not increase cargo operations because it is replacing the existing cargo facility.

3. Relocate the airport to a less populated area. The Expanded Terminal will have Metrolink connections to Antelope Valley and Ventura. These high-speed rail lines are two-way. A New Airport designed to meet all FAA standards could be located on the other end of either line in a less densely populated area.

A discussion of an alternative of developing a new or replacement commercial service airport will be provided in the Alternatives chapter of the Draft EIS.

Air Quality

1. The quality of our lives and health needs to be considered. Toxic jet particulates and pollution from the planes are hazardous and causes health related issues.

The potential environmental impacts of the Proposed Action, the No Action Alternatives, and any reasonable alternatives will be disclosed in the Environmental Consequences and Mitigation Measures chapter of the Draft EIS.

A discussion of the changes in air pollutant emissions resulting from the Proposed Action will be provided in the Air Quality section of the Environmental Consequences and Mitigation Measures chapter of the Draft EIS.

Cumulative Impacts

1. The impact the proposed Expanded Terminal must be considered along with all other cumulative impacts.

The square footage of the proposed replacement passenger terminal building is greater than the square footage of the existing passenger terminal building; however, the replacement passenger terminal building is proposed to have the same number of aircraft gates that are at the existing passenger terminal building.

In the cumulative impact analysis for the Draft EIS, the FAA will include past, present, and reasonably foreseeable actions in the project study area.

A discussion of cumulative impacts will be included in the Environmental Consequences and Mitigation Measures chapter of the Draft EIS.

2. Santa Monica Airport (SMO) shortened its runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the Affected Areas.

In the cumulative impact analysis for the Draft EIS, the FAA will include past, present, and reasonably foreseeable actions. The shortening of the runway at SMO is not within the General Study Area identified in Chapter 3 of the Draft EIS. Therefore, the shortening of the runway at SMO as a cumulative project is not within the scope of this EIS. A discussion of cumulative impacts will be included in the Environmental Consequences and Mitigation Measures chapter of the Draft EIS.

3. SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the Affected Areas.

In the cumulative impact analysis for the Draft EIS, the FAA will include past, present, and reasonably foreseeable actions. A discussion of cumulative impacts will be included in the Environmental Consequences and Mitigation Measures chapter of the Draft EIS. Reasonably foreseeable actions are defined as those projects that would be implemented between the years of 2018 and 2026 and are within the General Study Area. The closure of Santa Monica Airport (SMO) is scheduled to occur beyond the year 2026 and SMO is not within the General Study Area identified in Chapter 3 of the Draft EIS. Therefore, the closure of SMO as a cumulative project is not within the scope of this EIS.

DOT Section 4(f)

1. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The proposals are independent projects and are not connected actions. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For further

information on the EA for airspace please go to the following link:
https://www.faa.gov/air_traffic/community_involvement/bur/.

The Proposed Action would not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

The Draft EIS will analyze and disclose the potential environmental impacts resulting from the Proposed Action and will discuss them in Environmental Consequences and Mitigation Measures chapter of the Draft EIS. This analysis will include various impact categories of concern expressed in the scoping comments such as air quality, noise, **socioeconomic impacts, children's health, Section 4(f), etc.** **The Proposed Action would not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.** In addition, the Proposed Action would have no effect on the number of aircraft operations or destinations served by airlines.

2. Burbank Airport aims to destroy precious resources such as the Santa Monica Mountains Recreation Area.

The Proposed Action would occur on-Airport property and not result in a direct effect to the Santa Monica Mountains Recreation Area.

A discussion of the impacts to recreational areas will be provided in the Section 4(f) section of the Environmental Consequences and Mitigation Measures chapter of the Draft EIS. In addition, a discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section of the Environmental Consequences and Mitigation Measures chapter of the Draft EIS.

3. The Expanded Terminal will further degrade our public parklands - our quiet refuge from noisy city life.

A discussion of the impacts to recreational areas will be provided in the Section 4(f) section of the Environmental Consequences and Mitigation Measures chapter of the Draft EIS. In addition, a discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section of the Environmental Consequences and Mitigation Measures chapter of the Draft EIS.

4. FAA must address and consider request from BUR to use Section 175 of the FAA Reauthorization Act to create dispersed lateral tracks away from the

4(f) protected Santa Monica Mountains. Use of Section 175 has the support of the City of Los Angeles through its Resolution dated 2/5/19.

The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The proposals are independent projects and are not connected actions. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For more information on the EA for airspace please see the following link: https://www.faa.gov/air_traffic/community_involvement/bur/.

Because the Proposed Action would not result in **changes to the Airport's** runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace, addressing the use of Section 175 of the FAA Reauthorization Act is not appropriate for this EIS.

No Action Alternative

1. The EIS must use an appropriate baseline. In developing that baseline, the FAA should account for the fact that the initial segment of the departure routes currently being flown at BUR were never subject to NEPA review during the Southern California Metroplex project. Nor, to our knowledge, have the current routes ever been reviewed as part of any other NEPA analysis. Moreover, the routes appear to be in flux - the number and path of departing aircraft varies significantly from day to day. For each of these reasons, pre-Metroplex conditions provide the most appropriate and equitable baseline against which to measure project impacts.

NEPA requires a discussion of the affected environment, or the environment of the area(s) to be affected or created by the alternatives under consideration (see 40 CFR 1502.15). In accordance with **FAA guidelines for NEPA documents, the "baseline"** or existing conditions are presented in the Affected Environment chapter. According to the Council on Environmental Quality (CEQ) and NEPA guidance, impacts documented in the Environmental Consequences and Mitigation Measures chapter of the Draft EIS are assessed by comparing the Proposed Action and any reasonable alternatives against the future No Action Alternative. Therefore, the baseline condition does not affect the conclusions reached in the EIS.

The direct, indirect, and cumulative impacts associated with the No Action Alternative, the Proposed Action, and reasonable alternatives will be identified and disclosed for the environmental resource categories defined in FAA Order 1050.1F and FAA Order 5050.4B and includes in the Environmental Consequences and Mitigation Measures chapter of the Draft EIS.

Noise and Noise-Compatible Land Use

1. The current noise is unbearable and more flights will only make it worse. There are schools and residents that will be adversely affected by the excessive noise.

The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use sections of the Environmental Consequences and Mitigation Measures chapters in the Draft EIS.

2. To accurately address the significant noise issues at BUR – which will be intensified by the new terminal and support infrastructure – the EIS must incorporate and address the following:

- *Impacts on all noise-sensitive land uses, including schools, parks, open space, preserves, historical resources, and others;*
- *Unique topography, including and in particular, the hills and canyons south of the airport;*
- *Single-event noise measurements;*
- *California and federal noise metrics; and*
- *The likelihood that aircraft will not adhere to published departure and arrival routes.*

The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

A discussion of any potential changes in the noise environment using FAA-approved noise metrics for California (the Community Noise Equivalent Level [CNEL]) will be provided in the Noise and Noise-Compatible Land

Use section of the Environmental Consequences and Mitigation Measures chapter in the Draft EIS.

3. The anxiety and stress we are feeling is affecting every area of our lives and health.

A discussion of any potential changes in the noise environment using FAA-approved noise metrics for California (CNEL) will be provided in the Noise and Noise-Compatible Land Use section of the Environmental Consequences and Mitigation Measures chapter in the Draft EIS.

4. Existing aircraft noise pollution affects my sleep, my work, and my quality of life.

The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

Quality of life is measured in many different ways based on individual priorities. There is not a specific impact category contained in FAA Orders 5050.4B or 1050.1F that is titled "Quality of Life." However, by looking at the overall impacts of a Proposed Action through the EIS process, an individual can understand the impacts to specific impact categories that may be of particular interest in the gauging of his/her Quality of Life issues.

A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section of the Environmental Consequences and Mitigation Measures chapter in the Draft EIS.

5. Why are you flying lower and louder and concentrated over canyons that echo? The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect.

The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

A discussion of any potential changes in the noise environment using FAA-approved noise metrics for California (CNEL) will be provided in the Noise and Noise-Compatible Land Use section of the Environmental Consequences and Mitigation Measures chapter in the Draft EIS.

Additionally, the Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft flight patterns from the Airport. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.

6. We experienced so many planes that we cannot hear ourselves think let alone watch TV without having to increase the volume.

The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

A discussion of any potential changes in the noise environment using FAA-approved noise metrics for California (CNEL) will be provided in the Noise and Noise-Compatible Land Use section of the Environmental Consequences and Mitigation Measures chapter in the Draft EIS.

7. FAA'S Environmental Impact Statement (EIS) must define the "Affected Area" to include the footprint of procedures overflying the noise-sensitive hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains. All Environmental Resource Categories should be evaluated and analyzed in the "Affected Area" thus defined.

NEPA requires a discussion of the affected environment, or the environment of the area(s) to be affected or created by the alternatives under consideration (see 40 CFR 1502.15). Two study areas will be identified for use in describing existing conditions in the Airport area and evaluating the potential impacts of the Proposed Action and any reasonable alternatives. These two areas—identified as the Detailed Study Area and the General Study Area will be identified in the Affected Environment chapter of the Draft EIS.

8. It has already been determined by an independent analysis conducted by Landrum & Brown that the BUR flight paths shifted south in a concentrated path over the Affected Areas. This change in flight track occurred in early 2017 without notice or environmental study. Prior to 2017, there was only occasional jet noise. Now there is a constant, disruptive, low, loud jet disruption in our formerly tranquil, hillside neighborhoods. The proposed Expanded Terminal will amplify these impacts that the FAA/BUR has failed to address/mitigate despite intense and widespread public controversy.

The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The proposals are independent projects and are not connected actions. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.

For this EIS, the Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

A discussion of any potential changes in the noise environment using FAA-approved noise metrics for California (CNEL) will be provided in the Noise and Noise-Compatible Land Use section of the Environmental Consequences and Mitigation Measures chapter in the Draft EIS.

9. Both BUR and VNY estimate a projected 15% increase per year in air traffic, which will contribute significantly to the current air noise over the Affected Areas. The proposed Expanded Terminal will compound these projections.

The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. The Terminal Area Forecast (TAF) is the official FAA forecast of aviation activity for U.S. airports. The TAF contains historical and forecast data for enplanements, airport operations, Terminal Radar Approach Control (TRACON) operations, and based aircraft.

The TAF assumes a demand driven forecast for aviation services based upon local and national economic conditions as well as conditions within the aviation industry. **In other words, an airport's** TAF forecast is developed independent of the ability of the airport and air traffic control system to furnish the capacity required to meet demand. The growth in enplanements at the Airport occurring under the existing and forecasted conditions is not affected by the potential for a replacement passenger terminal building.

A discussion of any potential changes in the noise environment using FAA-approved noise metrics for California (CNEL) will be provided in the Noise and Noise-Compatible Land Use section of the Environmental Consequences and Mitigation Measures chapter in the Draft EIS.

10. The noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR.

The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

A discussion of any potential changes in the noise environment using FAA-approved noise metrics for California (CNEL) will be provided in the Noise and Noise-Compatible Land Use section of the Environmental Consequences and Mitigation Measures chapter in the Draft EIS.

Proposed Action

1. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

A discussion of the potential changes in air pollutant emissions and the noise environment will be provided in the Air Quality section and the Noise and Noise-Compatible Land Use section of the Environmental Consequences and Mitigation Measures chapter in the Draft EIS.

2. The proposed Expanded Terminal, with its greater size, increased amenities, and improved airside facilities, will increase efficiency, allow for processing of more passengers, and result in a greater number of flights and larger jets.

The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

Forecasted growth at the Airport will be presented in the Purpose and Need chapter of the Draft EIS.

3. The proposed Expanded Terminal is expected to have the same number of gates (14) as the existing terminal. However, with its increased size, it is reasonably foreseeable that more gates will be added in the future and therefore, must be considered as a cumulative impact. All it would take to expand beyond 14 gates is approval by the City of Burbank. The City of Los Angeles would have no say in the matter.

The Authority and the City of Burbank developed a Conceptual Term Sheet in 2015 for a replacement passenger terminal that stipulated the following:

- The Authority would receive a vested right to build a 14-gate replacement passenger terminal on an airport-zoned property, including the proposed former Lockheed B-6 Plant site.
- The City of Burbank would receive certain governance protections to be created and documented in a Joint Power Agreement (JPA) governing the Authority.
- A California Environmental Quality Act (CEQA) analysis must be completed by the Authority for the replacement passenger terminal.

The Authority prepared an EIR for the replacement passenger terminal and ancillary projects to comply with the requirements of CEQA and the JPA and issued a Notice of Determination certifying the EIR in July 2016. City of Burbank citizens then voted on the replacement passenger terminal, as required by Measure B, in the November 2016 election. Measure B passed in favor of the replacement passenger terminal by roughly 70 percent.

Thus, the Proposed Action is for a 14-gate replacement terminal. If the Authority wanted to add more aircraft gates in the future, a change to the Conceptual Term Sheet would be required. Any change to the Conceptual Term Sheet would require coordination between the Authority and City of Burbank, as well as a vote from City of Burbank residents.

A discussion of what is included in the Proposed Action will be provided in the Alternatives chapter of the Draft EIS.

4. Increasingly, simultaneous departures and arrivals, often within 1,200 feet of each other, are occurring over mountainous terrain. This practice contributes to and significantly worsens the dangerous cumulative safety impacts and the welfare of our communities. The new, more efficient Expanded Terminal will increase this phenomenon.

The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section of the Environmental Consequences and Mitigation Measures chapter in the Draft EIS.

5. The new, more efficient Expanded Terminal must not move forward until the issues are addressed and a full Environmental study is done by the FAA which will take 12-18 months.

The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The proposals are independent projects and are not connected actions. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process, see https://www.faa.gov/air_traffic/community_involvement/bur/. This EIS will address the issues related to the proposed replacement passenger terminal building.

6. BUR estimates that the proposed Expanded Terminal will cost \$1.24 billion, significantly increased from the originally estimated \$400 million. To increase revenue, as they must do, BUR will increase capacity by bringing in more passengers in larger jets. Larger, heavier jets will make slower turns, driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the Affected Areas.

The Proposed Action would not increase the operational capacity of the airfield at the Airport or affect the inherent annual service volume (i.e., enplanements) of the Airport. The ability of the Airport to accommodate air carrier, cargo, military, and general aviation operations is a function of the number and configuration of the runway system, and air traffic operational procedures and supporting navigational aids. The Proposed Action does not change the number or configuration of the runway system. Jet size is constrained by the length and configuration of the runways which will not change. Growth in the number of aircraft operations at the Airport would be the result of the demand of the flying public and efforts by the airlines to accommodate this growth, as well as

other factors independent to the replacement terminal. This growth is reflected in the FAA-approved TAF, which will be used as the basis for the future number of aircraft operations at the Airport and utilized for the analysis in this EIS. The potential environmental impacts of the Proposed Action as compared to the No Action Alternative will be analyzed and disclosed in this EIS as required by NEPA.

Purpose and Need

1. The FAA is underestimating its impact on our communities and underestimating future growth. Although passengers (enplanements) at Burbank Airport (BUR) have increased 28% over the last 3 years (11.7% of that in 2018 alone), the FAA is projecting growth from 2019 through 2029 at only 1.2% to 2% annually. These projections are simply not credible. In fact, in marketing materials, BUR touts that growth is explosive, stating, "the airline industry is only now beginning to fully recover from the Great Recession"¹¹ (LA Curbed Article 2/19). The proposed state-of-the-art Expanded Terminal will further increase passenger numbers, thereby multiplying the cumulative impacts on the Affected Areas.

The Proposed Action would not increase the operational capacity of the airfield at the Airport or affect the inherent annual service volume of the Airport. The growth in enplanements has been occurring with the existing terminal and is not related to the potential for a replacement terminal. The ability of the Airport to accommodate air carrier, cargo, military, and general aviation operations is a function of the number and configuration of the runway system, and air traffic operational procedures and supporting navigational aids. Growth in the number of aircraft operations at the Airport would be the result of the demand of the flying public and efforts by the airlines to accommodate this growth, as well as other factors independent to the replacement terminal. This growth is reflected in the FAA-approved TAF, which will be used as the basis for the future number of aircraft operations at the Airport and utilized for the analysis in this EIS. The potential impacts of the Proposed Action as compared to the No Action Alternative will be analyzed and disclosed in this EIS as required by NEPA.

Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

1. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry.

The proposal regarding airspace departure procedures is a separate project subject to its own environmental review. The proposals are independent projects and are not connected actions. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For information on the EA see

https://www.faa.gov/air_traffic/community_involvement/bur/.

- 2. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles.*

The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. The direct, indirect, and cumulative impacts associated with the No Action Alternative, the Proposed Action, and reasonable alternatives will be identified and disclosed for the environmental resource categories defined in FAA Order 1050.1F and FAA Order 5050.4B and included in the Environmental Consequences and Mitigation Measures chapter of the Draft EIS.

- 3. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles.*

The direct, indirect, and cumulative impacts associated with the No Action Alternative, the Proposed Action, and reasonable alternatives will be identified and disclosed for the environmental resource categories defined in FAA Order 1050.1F and FAA Order 5050.4B, such as Socioeconomics Impacts, and included in the Environmental Consequences and Mitigation Measures chapter of the Draft EIS.

- 4. Burbank Airport is devastating communities and decreasing home and property values.*

The direct, indirect, and cumulative impacts associated with the No Action Alternative, the Proposed Action, and reasonable alternatives will be identified and disclosed for the environmental resource categories defined in FAA Order 1050.1F and FAA Order 5050.4B, such as Socioeconomic Impacts, and included in the Environmental Consequences and Mitigation Measures chapter of the Draft EIS.

5. Existing aircraft noise is having an impact on our schools and school children.

The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use and Department of Transportation Section 4(f) sections of the Environmental Consequences and Mitigation Measures chapter in the Draft EIS.

6. It will increase fire risk in an area where ingress and egress by emergency vehicles is severely limited.

Development of the Proposed Action would be accomplished on existing Airport property. Runway configuration or length is not changing as a result of the Proposed Action.

A discussion of the changes in surface vehicle traffic will be provided in the Socioeconomics section of the Environmental Consequences and Mitigation Measures chapter of the Draft EIS.

7. The new, more efficient Expanded Terminal will increase the economic loss already experienced in the Affected Areas. Negative effects on local businesses and restaurants will increase.

A discussion of any potential impacts to economic activity that would be required as a result of the Proposed Action will be provided in the Socioeconomics, **Environmental Justice, and Children's Environmental Health and Safety Risks** section of the Environmental Consequences and Mitigation Measures chapter of the Draft EIS.

E. RESPONSES TO SCOPING COMMENTS

Table B-1 provides responses to the written comments provided by agencies, oral comments received at the public scoping workshop, written comments received at the public scoping workshop, or written comments received by the FAA by the March 1, 2019, deadline. The response either identifies how the comment will be addressed in the Draft EIS or the reasons why the comment is not relevant to the NEPA process.

TABLE B-1
RESPONSES TO SCOPING COMMENTS

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
Written Comments Received from Agencies			
1	California High-Speed Rail Authority	The Authority requests FAA consideration of the High-Speed Rail Project and the proposed Burbank Airport Station as a future condition during the planning and environmental processes for the Replacement Terminal Project at Hollywood Burbank Airport.	Consideration of the proposed High Speed Rail project will be included as a reasonably foreseeable project in the Cumulative Projects section of Chapter 3 of the Draft EIS.
2	Los Angeles City Councilmember Paul Krekorian	Establishing a modern, safe, efficient and attractive terminal for the Airport, with increased amenities and improved airside facilities will increase efficiency, potentially allowing for more passengers and flights.	The Proposed Action would not increase airport capacity but would enhance airport safety and efficiency. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
3	Los Angeles City Councilmember Paul Krekorian	At the same time, minimizing and mitigating for the impacts of the Airport has proven to be a tremendous challenge for many years. The increased frequency of flights in the same airspace will most certainly lead to increased noise levels and have impacts on air quality.	The Proposed Action would not increase airport capacity but was developed to enhance airport safety and efficiency. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
4	Los Angeles City Councilmember Paul Krekorian	To ensure that all significant issues are identified, this process must guarantee that all cumulative impacts of the proposed terminal relocation are thoroughly considered and reviewed.	An evaluation of cumulative impacts will be included in the Cumulative Impacts section of the Draft EIS.
5	Los Angeles City Councilmember Paul Krekorian	The residents of the City of Los Angeles, and especially those in the East San Fernando Valley, have been largely left out of the dialogue about the future of the Airport.	The project website (https://www.bobhopeairporteis.com/public-involvement/) is available to all persons to sign up to receive updates on the project. Public notices are published in the federal register as well as various local newspapers and local elected officials will be notified to assist in spreading the message to constituents. The website allows anyone to subscribe to all public announcements regarding the project.
6	Los Angeles City Councilmember Paul Krekorian	Residents of Van Nuys, North Hollywood, Toluca Lake, Valley Village, Valley Glen, Sun Valley and Studio City already must bear the brunt of the burden of noise from departing and arriving aircraft.	Comment noted. The Proposed Action would not result in any change in aircraft operations. A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
7	Los Angeles City Councilmember Paul Krekorian	I urge that the Agency thoroughly identify and analyze all impacts upon the communities of Los Angeles.	Two project areas, a Detailed Project Study Area and a General Study Area, will be established for the Affected Environment section and the potential impacts for these areas will be discussed in the Environmental Consequences and Mitigation Measures chapter of the Draft EIS. The General Study Area includes portions of Los Angeles that may be affected by the Proposed Action.
8	Los Angeles City Councilmember Paul Krekorian	Enplanements at Hollywood Burbank Airport have increased 31% over the last three years, but the Agency only projects a 1.2% to 2.2% annual growth between the 2019 through 2029 period. I strongly advise the Agency to reevaluate growth projections for enplanements and air carrier operations. I believe that the projected growth numbers are inadequate to understand the full impacts of this project. I request that all analysis as part of the EIS process for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport use accurate and increased airside operations projections when determining environmental impacts of this new terminal.	The Terminal Area Forecast (TAF) is the official FAA forecast of aviation activity for U.S. airports. The TAF contains historical and forecast data for enplanements, airport operations, Terminal Radar Approach Control (TRACON) operations, and based aircraft. The TAF assumes a demand driven forecast for aviation services based upon local and national economic conditions as well as conditions within the aviation industry. In other words, an airport's TAF forecast is developed independent of the ability of the airport and air

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			traffic control system to furnish the capacity required to meet demand. The growth in enplanements at the Airport occurring under the existing and forecasted conditions is not affected by the potential for a replacement terminal.
9	Los Angeles City Councilmember Paul Krekorian	I further remind the Agency that FAA Order 5050.4B directs the Agency "to involve other Federal agencies, State and local agencies, agencies and officials having expertise on environmental resources and the affected or interested public in this process." To that end, I request that you consult with and update the Los Angeles City Attorney's Office on this cumulative analysis and pursuant to FAA Order 1050.1F, which requires that the Agency consult with local units of government early in the NEPA process.	The FAA will add the Los Angeles City Attorney's Office to future outreach efforts, as requested.
10	Los Angeles City Councilmember Paul Krekorian	Finally, I again ask you to include my constituents in all public outreach efforts relating to this proposal. Although the existing terminal and the proposed replacement are located in the City of Burbank, I urge the Agency to keep in mind that the impacts of the Airport are experienced at least as significantly in Los Angeles. It is therefore incumbent upon the	The project website (https://www.bobhopeairporteis.com/public-involvement/) is available to all persons to sign up to receive updates on the project. Additionally, the FAA will ensure that various neighborhood newspapers and newsletters are provided updates on the status of

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
		management of the Airport and all of the members of the Agency to show due respect to the people of Los Angeles who must daily deal with the adverse impacts of the Airport's operations. I hope that you will carefully consider and fully respond to these and all public comments from the residents of Los Angeles who are deeply impacted by the proposed project.	the project in both the City of Los Angeles and the City of Burbank.
11	Los Angeles County Metropolitan Transportation Authority (MTA)	The proposed Project is adjacent to Metrolink right-of-way (ROW), owned by Metro, two Metrolink Stations (Burbank Airport South and Burbank Airport North), bus stops, and a planned bus rapid transit (BRT) line that will run from North Hollywood to Pasadena. Due to the Project's adjacency to these transit facilities, Metro hopes to meet with the Burbank-Glendale-Pasadena Airport Authority (Airport Authority) in the coming months to ensure coordination on our shared interests and to support the development of transit oriented communities (TOCs) while maintaining consistency with the airport's land use compatibility planning.	Comment noted.
12	MTA	Metro would like to provide the Airport Authority with two resources: 1) the Metro Adjacent Development Handbook (attached), which provides an overview of	Comment noted. This information has been forwarded to the Authority.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		common concerns for development adjacent to Metro-owned right-of-way (ROW) and 2) the Adjacent Construction Manual with technical information (also attached). These documents and additional resources are available at www.metro.net/projects/devreview .	
13	MTA	To provide safe and convenient bus service, Metro recommends that the Airport Authority work closely with Metro and other operators on service planning and potential bus stop relocations during construction. The Adjacent Development Handbook provides recommendations for bus stop design and coordination needs. For streets where Metro provides bus service, Metro recommends that the City require outside right lanes to be 12 foot wide (or at minimum 11 foot wide) for bus travel.	Comment noted.
14	MTA	The Metro Orange Line Bus Rapid Transit (BRT) Improvement Project is currently preparing designs for \$320 million in upgrades to the existing line that operates between the North Hollywood Metro Red Line Station and the West San Fernando Valley (www.metro.net/projects/orangeline/). A planning/environmental study is also	All potential project-related surface traffic impacts will be evaluated in the Socioeconomics (which includes surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS. In addition, an evaluation of cumulative impacts

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
		underway to extend BRT service eastward from the North Hollywood Red Line Station to potentially connect to the Burbank Media District, Downtown Burbank, Downtown Glendale and Downtown Pasadena (www.metro.net/projects/noho-pasadena/corridor). Metro recommends that airport traffic and circulation studies include connectivity options to these existing and planned projects to better facilitate transit access to the airport. For further information on these projects, please contact Cory Zelmer, at 213-922-1079 or zelmerc@metro.net .	will be included in the Cumulative Impacts section in Chapter 4 of the Draft EIS.
15	MTA	The Project is adjacent to Metro-owned ROW operated and maintained by the Southern California Regional Rail Authority (SCRRA) to run the Metrolink commuter rail service, including the Antelope Valley Line AVL to the north, and the Ventura County Line to the south. Amtrak Pacific Surfliner intercity passenger trains also operate on this ROW. The Airport Authority is advised that rail service operates in both directions and that trains may operate, in and out of revenue service, 24 hours a day, seven days a week, in the ROW adjacent to the proposed Project.	Comment noted.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
16	MTA	There are at-grade rail crossings in close proximity to the Project along North San Fernando Blvd and Vanowen Street. The Project is likely to increase traffic volumes across these crossings, which could potentially impact the safety of the crossing. As such, these traffic and safety impacts should be analyzed. This rail crossing is regulated by the California Public Utilities Commission (CPUC) and maintained by Metro. CPUC may have additional comments and requirements regarding this Project and should be contacted in outreach efforts.	All potential project-related surface traffic impacts will be evaluated in the Socioeconomics (which includes surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section of the Draft EIS.
17	MTA	The proposed replacement terminal location is about a block from the Burbank Airport-North Metrolink station on the Antelope Valley Line without a direct accessible path between the Metrolink station and the proposed terminal location. Therefore, the Replacement Terminal project should provide direct passenger connectivity including but not limited to pedestrian improvements that will facilitate transfers between the Burbank Airport-North station and the new terminal location. The Burbank Airport-North station is an important train-to plane station funded in partnership between Metro and the Airport Authority to enhance	Because the Authority does not own or control the property between the proposed replacement terminal and the Burbank Airport-North Metrolink station, the Proposed Action that will be analyzed in the Draft EIS does not include a physical connection to this station. The Authority will continue to operate its shuttle between the Burbank Airport-North Metrolink station and the proposed replacement terminal.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		train-to-plane connectivity between the Metrolink system and the Airport. The Airport currently operates an on-demand shuttle service between the Burbank Airport-North station and the Airport terminals.	
18	MTA	The Burbank Airport-South (VCL) Metrolink station serves the Metrolink Ventura County Line and the Amtrak Pacific Surfliner trains. The station is currently less than 2,000 feet from the current terminal location; however the proposed location of the new terminal will be nearly a mile from the existing Metrolink station. Therefore, shuttle service will be required to connect the existing Metrolink station to the new Airport terminals.	Any change in connections between the replacement passenger terminal and the Burbank Airport-South station will be discussed in the Socioeconomics (which includes surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section of the Draft EIS.
19	MTA	The Project should include design treatments to accommodate transfer activity between bus and rail customers that will occur along the sidewalks and public spaces. Metro recently completed the Metro Transfers Design Guide, a best practice document on transit improvements. This can be accessed online at https://www.metro.net/projects/systemwide design .	This topic is outside the scope of this EIS. The Authority does not own or control the property between the proposed replacement passenger terminal building and the Metrolink station. Therefore, it is not appropriate to evaluate design treatments within this EIS.
20	MTA	The Terminal Project should address first-last mile connections to transit, encouraging development that is transit accessible with	This topic is outside the scope of this EIS. The Authority does not own or control the property

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		bicycle and pedestrian-oriented street design connecting transportation with housing and employment centers. For reference, please view the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on-line at: http://media.metro.net/docs/sustainability/path_design_guidelines.pdf .	between the proposed replacement passenger terminal building and the Metrolink stations. Therefore, it is not appropriate to evaluate design treatments within this EIS.
21	MTA	Metro strongly encourages the installation of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along all public street frontages of the development site to improve pedestrian safety and comfort to access the nearby bus stops and rail stations. The City should consider requiring the installation of such amenities as part of the conditions of approval.	The Authority will design the replacement passenger terminal building and associated facilities once the NEPA review process is complete. Aspects of pedestrian access will be in accordance with City of Burbank design and building standards. Therefore, this topic is outside the scope of this EIS. The Authority does not own or control the property between the proposed replacement passenger terminal building and the Metrolink station. Therefore, it is not appropriate to evaluate design treatments within this EIS.
22	MTA	Metro encourages the Airport Authority to promote bicycle use through adequate short-term bicycle parking, such as ground-level bicycle racks, as well as secure and	The Authority will design the replacement passenger terminal building and associated facilities in accordance with City of Burbank

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		enclosed long-term bicycle parking, such as bike lockers or a secured bike room, for guests, employees, and residents. Bicycle parking facilities should be designed with best practices in mind, including: highly visible siting, effective surveillance, easy to locate, and equipment installed with preferred spacing dimensions, so they can be conveniently accessed. Additionally, the Project should help facilitate safe and convenient connections for pedestrians, people riding bikes, and transit users to/from the Airport.	design and building standards and will be required to obtain a building permit subject to approval by the City of Burbank. However, inclusion of bicycle-related facilities in the replacement passenger terminal building will be considered as part of the final design of the project. Therefore, this is outside the scope of the EIS.
23	MTA	Metrolink/Amtrak stations wayfinding signage and real-time train arrival information should be prominently displayed at the new terminal. Wayfinding signage should be considered as part of the Project to help people navigate through the Airport to all modes of transportation. Any temporary or permanent wayfinding signage with content referencing Metro services, or featuring the Metro brand and/or associated graphics (such as bus or rail pictograms) requires review and approval by Metro Art & Design. Please contact Lance Glover, Senior Manager of Signage and Environmental Graphic Design, at 213-922-2360 or GloverL@metro.net.	Wayfinding and passenger comfort are topics of the Authority's independent design charrette process and are outside the scope of this project. The Authority will provide the FAA with a report on the outcome of the design charrettes. FAA will evaluate the report to determine if information in it is relevant for inclusion into the Draft EIS.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
24	MTA	Metro Arts & Design encourages the thoughtful integration of art and culture into public spaces. Any proposals for temporary or permanent public art and/or placemaking facing Metro ROW requires review and approval by Metro Art & Design. Please contact Susan Gray, Director of Arts & Design, at 213-922-2729 or GrayS@metro.net.	Passenger comfort and public art in the replacement passenger terminal building are topics of the Authority's independent design charrette process. The Authority will provide the FAA with a report on the outcome of the design charrettes. FAA will evaluate the report to determine if information in it is relevant for inclusion into the Draft EIS
25	MTA	Metro would like to inform the Airport Authority of Metro's employer transit pass programs including the Annual Transit Access Pass (A-TAP) and Business Transit Access Pass (B-TAP) programs which offer efficiencies and group rates that businesses can offer employees as an incentive to utilize public transit. For more information on these programs, contact Devon Deming at 213-922-7957 or DemingD@metro.net.	Comment noted.
26	MTA	Prior to permit approval, Metro and Metrolink need to review engineering drawings and calculations, as well as construction plans, including any crane placement and radius, to evaluate any impacts to rail structures in relationship to the proposed Project. Please refer to the Adjacent Construction Design Manual for	Comment noted. The final construction drawings and plans will be developed after the NEPA review process. Therefore, this topic is outside the scope of the EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		more details regarding submitting drawings and calculations to Metro. Note that Metro requires an Engineering Review Fee for staff review time.	
27	MTA	There shall be no encroachment onto the railroad ROW. Any future work performed on the proposed Project's structures or property requiring access to the railroad ROW, shall be covered by specific Right-of-Entry temporary access permits with specific requirements. SCRRRA should be contacted for these Right-of Entry requirements. Information can be found on their website at www.metrolinktrains.com . Other requirements may include permits for construction of buildings, and any future repairs, painting, graffiti removal, etc., including the use of overhead cranes or any other equipment that could potentially impact railroad operations and safety. Frequent access for maintenance tasks such as graffiti removal, will necessitate an active license agreement. This agreement will include an annual license fee, and other requirements that meet safety standards for access to a ROW with active rail operations.	Comment noted. The City of Burbank and Airport Authority will establish right-of-way permitting requirements following the completion of the EIS.
28	MTA	Metro and/ or SCRRRA staff shall be permitted to monitor construction activity to ascertain any impact to the ROW. During	This is outside the scope of the EIS. However, any monitoring of construction activities will be

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		construction, a protection barrier shall be constructed to prevent objects, material, or debris from falling onto the ROW. The Airport Authority will be required to notify Metro and SCRRA of any changes to the construction/building plans that may or may not impact the ROW.	agreed upon by the City of Burbank, the Airport Authority, and MTA following the completion of the EIS.
29	South Coast Air Quality Management District (SCAQMD)	The South Coast Air Basin (Basin) is designated as extreme non-attainment for ozone and serious non-attainment for PM2.5. To streamline the review process and to facilitate conformity determinations for projects in the Basin, two separate VOC and NOx general conformity budgets were established in the Final 2012 Air Quality Management Plan (AQMP): 1 tons per day (tpd) of NOx and 0.2 tpd of VOC were set aside for this purpose every year, starting in 2013 until 2030. SCAQMD has set up a tracking system for projects requiring conformity determinations on a first-come-first-serve basis, whereby the project emissions are debited from the applicable set aside accounts until they are depleted. Any questions related to the SCAQMD General Conformity review process and determination can be directed to Dr. Sang-Mi Lee, Program Supervisor, at slee@aqmd.gov .	Comment noted. The FAA will coordinate with the SCAQMD regarding the General Conformity review process, if applicable.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
30	Southern California Regional Rail Authority (SCRRA)	General comments for consideration in the EIS Transportation Impact section include the following: The project is adjacent to two rail lines owned all in or part by the Los Angeles County Metropolitan Transportation Authority (Metro) and maintained by SCRRA to operate the Metrolink commuter rail system. There are also two rail stations that currently serve the Hollywood Burbank Airport. The first, known as Burbank Airport - South Station, is on the Metrolink Ventura Line. This station serves both Metrolink and Amtrak passenger trains. The Burbank Airport - North Station is along the Metrolink Antelope Valley Line.	The continuation of shuttle access to allow connectivity between the proposed replacement passenger terminal building and Metrolink and the Regional Intermodal Transit Center will be included in the Proposed Action and Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
31	SCRRA	Having rail to air connections is very important for all commuters in the region. This airport is also planned to have a high speed rail station stop in the future. It is very crucial that the project includes adequate parking and proper pedestrian pathways and shuttles to and from the rail stations and bus facilities for seamless connections to other modes of travel. This consideration will be especially relevant for the Burbank Airport - North Station as it will be within walking distance to the new terminal facility.	Because the Authority does not own or control the property between the proposed replacement passenger terminal building and the Burbank Airport-North Metrolink station, the Proposed Action that will be analyzed in the Draft EIS does not include a physical connection to this station. The Authority will continue to operate its shuttle between the Burbank Airport-North Metrolink station and the proposed replacement passenger terminal building.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
32	United States Environmental Protection Agency (U.S. EPA)	<p>Aquatic Resources:</p> <p>The proposed airport terminal project is adjacent to constructed stormwater drainage that empties into the Los Angeles River. We recommend the Draft EIS disclose the existing National Pollutant Discharge Elimination System (NPDES) permit to the municipal entity covering stormwater discharges from the Hollywood Burbank Airport. Analyze and disclose any potential impacts to stormwater discharges by the Airport project, from construction, demolition, and operations phases of the Airport project. Identify mitigation measures, including low-impact development (LID) practices, for the stormwater discharge impacts. EPA further recommends that FAA coordinate with the Los Angeles Regional Water Quality Control Board regarding Clean Water Act Section 401 certification determination and disclose any water quality impacts and associated mitigation in the Draft EIS.</p>	<p>The Airport Authority's NPDES permit will be discussed in the Water Resources section of the Draft EIS. Additionally, an evaluation of potential stormwater discharge impacts as a result of the Proposed Action and any appropriate mitigation measures will be discussed in the Water Resources section in Chapter 4 of the Draft EIS.</p>
33	U.S. EPA	<p>Air Quality:</p> <p>EPA's General Conformity Rule, established under Section 176(c)(4) of the Clean Air Act, provides a specific process for ensuring that federal actions do not interfere with a state's plans to attain or maintain national ambient</p>	<p>The FAA will adhere to the EPA's General Conformity Rule (see the Air Quality section in Chapter 4 of the Draft EIS and the Air Quality Protocol in Appendix E of the Draft EIS).</p>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		air quality standards (NAAQS). For any criteria pollutants in the air basin of the project area where the air quality status is in nonattainment or attainment - maintenance, the Draft EIS should complete a general conformity applicability analysis (i.e. a comparison of direct and indirect emissions for each alternative with the de minimis thresholds of 40 CFR 93.153). For any years where a federal action is expected to exceed a de minimis threshold, the FAA is required to complete a general conformity determination meeting the requirements of 40 CFR 93.155 through 93.160 and 93.162 through 93.165. If a general conformity determination may be necessary, we suggest the Draft EIS include a draft general conformity determination to fulfill the public participation requirements of 40 CFR 93.156.	
34	U.S. EPA	Air Quality: In addition to conformity considerations, construction and demolition of structures for the proposed project may produce fugitive dust that may adversely impact nearby communities. We further recommend the Draft EIS discuss and adopt construction phase emissions mitigation measures for	If applicable, construction mitigation measures to account for fugitive dust will be disclosed in the Air Quality section of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		fugitive dust, in coordination with South Coast Air Quality Management District.	
35	U.S. EPA	<p>Sustainability Efforts:</p> <p>EPA notes that the Burbank-Glendale-Pasadena Airport Authority has adopted numerous measures over the years to improve sustainable operations. The proposed project provides an opportunity to design new facilities with sustainability considerations, and the Airport Authority's EIR describes many of them. Please describe project design features for the construction and the operation of the proposed project that will facilitate commitments to sustainable operations into the future. For example, EPA recommends that the Draft EIS describe proposed green building, water conservation, energy conservation, waste reduction, and other sustainability measures Burbank Airport will continue to adopt during construction and operations for this project. EPA recommends fully describing these, and other airport sustainability measures, in the Draft EIS, and how such measures will reduce environmental impacts.</p>	<p>Industry information related to sustainable design and sustainable practices will be reviewed to determine whether mitigation would be necessary to reduce the potential demands on natural resources. An evaluation of any sustainability commitments on behalf of the Authority will be included in the Natural Resources and Energy Supply section in Chapter 4 of the Draft EIS.</p>
36	U.S. EPA	<p>Climate Effects:</p> <p>The scoping package states that FAA will commit to assessing the climate impacts of</p>	<p>Climate change will be evaluated consistent with the Air Quality Protocol that will be coordinated</p>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		<p>the proposed project in the Draft EIS, in accordance with FAA Order 1050.1F and FAA Order 5050.4B. When characterizing the national affected environment, EPA recommends that the Draft EIS use the latest Greenhouse Gas Inventory and National Climate Assessment. As the FAA Order 1050.1F Desk Reference acknowledges that "climate change is a global phenomenon that can have local impacts," we recommend the Draft EIS use the California climate change assessment for the Los Angeles Region to assess relevant local impacts. EPA further recommends that the Draft EIS discuss how the airport and operations may be adversely affected by extreme weather events, and how the proposed project may mitigate some of these risks. We note that Hollywood Burbank Airport is located between two hill ranges and relies on constructed channels for stormwater drainage. The state's 4th climate assessment for the LA Region expects little change in average precipitation but does expect increases in extremely dry and wet days in the typical year, including a 25%-30% increase in precipitation on the wettest day of the year. We recommend the Draft EIS analyze and disclose the capacity</p>	<p>with the U.S. Environmental Protection Agency, the California Air Resources Board, the South Coast Air Quality Management District, and the Southern California Association of Governments. Results of the air quality modeling of the Proposed Action will be included in the Air Quality section of the Draft EIS and, if required, in the Draft General Conformity Determination.</p>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		of the Airport's drainage to handle an increase in short duration high precipitation events described in the state's climate assessment.	
37	U.S. EPA	<p>Noise Impacts: We recommend the Draft EIS evaluate impacts of the project on noise for both the construction and operations phases. The noise impact assessment should identify the significance thresholds utilized in the impact assessment methodology. For the operations phase, we recommend that FAA consider referring to the levels in the Guidelines for Considering Noise in Land Use Planning and Control by the Federal Interagency Committee on Urban Noise (FICUN) when preparing the Draft EIS. These guidelines are appropriate for use in noise impact assessments and identify noise levels up to 65 decibels Day-Night Average (dB DNL) as compatible with residential land use, and those above 65 dB DNL as incompatible.</p>	An evaluation of construction noise and any potential changes in operations noise that would occur as a result of the Proposed Action as compared to the No Action Alternative will be included in the Noise and Noise-Compatible Land Use section of the Draft EIS. Noise levels will adhere to FAA standards in 14 CFR Part 150 Airport Noise Compatibility Planning.
38	U.S. EPA	<p>Noise Impacts: We recommend that the Draft EIS indicate whether the proposed action would be expected to result in a change in the number and/or type of aircraft that utilize the airport and whether this would affect the noise</p>	The Proposed Action would not result in any change in aircraft operations. A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		levels experienced by nearby populations. Update noise contours as appropriate. Please also identify whether nearby schools (such as Glenwood Elementary and Roscoe Elementary north of the airport) could experience increases in noise levels and discuss potential effects of noise on school learning and academic achievement in children, as applicable and consistent with Executive Order 13045 -Protection of Children from Environmental Health Risks and Safety Risks. For learning environments, the critical effects of noise are on speech interference, disturbance of information extraction (e.g. comprehension and reading acquisition), message communication and annoyance.	Use section of the Environmental Consequences and Mitigation Measures chapter in the Draft EIS. This includes an update to the noise contours, as appropriate, in the Draft EIS.
39	U.S. EPA	Cumulative Impacts and Coordination With Other Projects: EPA notes that note that the proposed replacement terminal for Hollywood Burbank Airport is near the proposed future California High Speed Rail Burbank Station on San Fernando Boulevard. Please discuss in the Draft EIS any measures proposed to reduce the cumulative impacts of both projects being proposed in the same area. Describe what measures are proposed to insure connectivity between the proposed Burbank	The proposed High Speed Rail Burbank Station project will be included in the Cumulative Impacts section of the Draft EIS. The continuation of shuttle access to allow connectivity between the rail stations and the proposed replacement passenger terminal building will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		Station, Hollywood Way Metrolink station, and proposed Regional Intermodal Transit Center to the Hollywood Burbank Airport Terminal Replacement project and identify measures to reduce environmental and community impacts.	and Safety Risks section of the Draft EIS.
40	U.S. EPA	<p>Hazardous Waste and Demolition Waste Management:</p> <p>Due to the history of lead in aviation fuels and the history of aviation activity in the project area dating back to 1930, elevated soluble lead levels through the project limits may be reasonably anticipated. We acknowledge an extensive Human Health Risk Assessment, for soil contamination and soil vapor, was completed for the Burbank-Glendale-Pasadena Airport Authority in 2017 and was later approved by the Los Angeles Regional Water Quality Control Board, in February 2018. We recommend the Draft EIS disclose the site assessment information and cleanup plan, including contaminated soils, contaminated demolition debris, and any underground storage tanks.</p>	The Human Health Risk Assessment that was approved by the Los Angeles Regional Water Quality Control Board and its contents will be referenced in the Hazardous Materials, Solid Waste, and Pollution Prevention section in Chapter 4 of the Draft EIS.
41	U.S. EPA	<p>Hazardous Waste and Demolition Waste Management:</p> <p>The proposed project would result in high volumes of demolition debris, and significant volumes may be nonhazardous solid waste.</p>	An evaluation of hazardous waste and nonhazardous solid waste, as well as any reuse efforts on behalf of the Authority, will be included in the Hazardous Materials, Solid

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		Please describe efforts to divert nonhazardous demolition debris from landfills, and recovery of recyclable materials such as concrete, asphalt, and rebar from this project, and their possible reuse as material for new construction at this airport project.	Waste, and Pollution Prevention section in Chapter 4 of the Draft EIS. In addition, a discussion regarding the use of excess soils will be included in the Natural Resources and Energy Supply section in Chapter 4 of the Draft EIS.
Written Comments Received from Public During Scoping Meeting			
		ALTERNATIVES	
42	Terry Bruce	Why are alternate proposals in the EIS? They have no details for plans, square footage, etc.	Section 102©(iii) of the National Environmental Policy Act (NEPA) and its implementing regulations requires that all reasonable alternatives be analyzed as part of the NEPA process. If an alternative is deemed to meet the screening criteria, it will be carried forward and analyzed in the Draft EIS.
43	Lisa Carloss; Denise Gruska; Tom and Donna Materna; Katrina Youdin	Enact time-of-day restrictions; Changes to departure and/or arrival routes; Changes that would keep departures over the Highway 101 corridor; Procedures allowing different take-off and landing configurations under certain meteorological circumstances; Restoring pre-Metroplex routes.	The Proposed Action would not result in any change in aircraft operations. All alternatives that meet the purpose and need of the Proposed Action will be analyzed in the Draft EIS.
44	C. Innis	Close Burbank and build in the desert or a floating airport off the coast; Direct planes	One of the alternatives to the Proposed Action is to move the

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		north, east, or west, not south over Los Angeles.	airport to another location (see Chapter 2 of the Draft EIS). If this alternative meets the purpose and need of the Proposed Action, then it will be fully analyzed in the Draft EIS.
45	David Kimball; Alden Melbourne; Selina Thomasian; Shant Thomasian; Mary Zakrasek	Stop the export of noise and negative impacts to Los Angeles; Reroute flights over Burbank, Glendale, and Pasadena; Restore the historical 6-mile wide flight path, proven safe for decades; Consider multiple tracks and alternate tracks in all directions; Relocation of airport to less populated area.	The Proposed Action would not result in any change in aircraft operations. All alternatives that meet the purpose and need of the Proposed Action will be analyzed in the Draft EIS. One of the alternatives to the Proposed Action is to move the airport to another location (see Chapter 2 of the Draft EIS). If this alternative meets the purpose and need of the Proposed Action, then it will be fully analyzed in the Draft EIS.
46	Magda Krachimalnick	I would like to see a graphic of the relationship between the proposed quadrants expansion of the terminal and the FAA regulations and standard for each option.	Comment noted. Chapter 2 of the Draft EIS contains an exhibit for each of the four quadrants at the Airport that show the FAA regulations and standards.
47	Tom Materna; Selina Thomasian; Shant Thomasian	Consider relocation of the airport (and jets) to less populated areas.	One of the alternatives to the Proposed Action is to move the airport to another location. If this alternative meets the purpose and need of the Proposed Action, then it

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			will be fully analyzed in the Draft EIS.
48	Jayne McKay	Why can't we upgrade the current terminal?	The existing passenger terminal building does not comply with FAA design standards regarding the distance from the centerline of the runways (the Runway Object Free Area, the primary and transitional surfaces for runways, the Building Restriction Line, and the Taxiway Object Free Area). Upgrading the existing passenger terminal building would not address the fact that the current taxiway separation and existing passenger terminal building do not meet the FAA standards.
49	Wilhelm and Eva Osterissen	A long-term solution is build a new airport somewhere such as Palmdale that can be connected with a bullet train.	One of the alternatives to the Proposed Action is to move the airport to another location (see Chapter 2 of the Draft EIS). If this alternative meets the purpose and need of the Proposed Action, then it will be fully analyzed in the Draft EIS.
		AIR QUALITY	
50	Anonymous4	Concerned the new terminal will increase air pollution.	An analysis of the potential changes in air pollutant emissions that would occur as a result of the Proposed Action as compared to the

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			No Action Alternative will be included in the Air Quality section of the Draft EIS.
51	Marykate Harris; Alden Melbourne; Mary Zakrasek	The new, more efficient terminal will degrade air quality, causing negative health impacts.	An analysis of the potential changes in air pollutant emissions that would occur as a result of the Proposed Action as compared to the No Action Alternative will be included in the Air Quality section of the Draft EIS.
52	Jennifer Franchina	The airplane "grime" that is falling on my yard and home is unbearable.	Comment noted.
53	Sheryl Harmon	We do not need a bigger, newer airport that will only increase particulate pollution.	Comment noted.
54	Marykate Harris	Have had to curtail my cycling time outdoors due to the development of severe asthma resulting from the high volume of jet fuel particulates both immediately over and around our home, and throughout the affected areas where we previously enjoyed cycling (Griffith Park, LA River Bike Path, Glendale Narrows, Studio City, Cahuenga Pass, Mulholland Drive, Sherman Oaks, etc.).	An analysis of the potential changes in air pollutant emissions that would occur as a result of the Proposed Action as compared to the No Action Alternative will be included in the Air Quality section of the Draft EIS.
55	Jennifer Herrera	My main concern is air quality, especially on the children and Hispanic populations.	An analysis of the potential changes in air pollutant emissions that would occur as a result of the Proposed Action as compared to the No Action Alternative will be

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			included in the Air Quality section of the Draft EIS. In addition, an analysis of the effects on children's health and environmental justice populations will be included in the Socioeconomics, Environmental Justice, and Children's Health and Safety section of the Draft EIS.
56	Shannon Mast	Concerned about free particulates.	An analysis of the potential changes in air pollutant emissions that would occur as a result of the Proposed Action as compared to the No Action Alternative will be included in the Air Quality section of the Draft EIS. Additionally, the FAA will evaluate the need to prepare a Draft General Conformity Determination for the Proposed Action under the Clean Air Act.
57	Karen Spangenberg	More and larger jets equals worst air quality.	The Proposed Action would not result in any change in aircraft operations. An analysis of the potential changes in air pollutant emissions that would occur as a result of the Proposed Action as compared to the No Action Alternative will be included in the Air Quality section of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
58	Dennis Sullivan	Air pollution is a concern.	An analysis of the potential changes in air pollutant emissions that would occur as a result of the Proposed Action as compared to the No Action Alternative will be included in the Air Quality section in Chapter 4 of the Draft EIS.
		BIOLOGICAL RESOURCES	
No comments were received.			
		CLIMATE	
59	Karen Spangenberg	Increasing temperature in long summer means jets ascend more slowly; therefore, lower and louder.	The Proposed Action would not result in any change in aircraft operations. An analysis of potential impacts associated with climate will be included in the Climate section of the Draft EIS.
		CUMULATIVE IMPACTS	
60	Lisa Carloss; Sherri Elkaim; Denise Gruska; Tom and Donna Materna; Katrina Youdin	The impacts of the terminal replacement project must be considered cumulatively with at least the following: The Metroplex project; Changes to, and eventual closure of, SMO; Relocation of some SMO operations to other area facilities; Changes in operations and routes at VNY; Proposed open SIDs for OROSZ 3 and SLAPP 2 at BUR.	A list of cumulative projects will be developed (see the Cumulative Projects section in Chapter 3 of the Draft EIS). An evaluation of whether the Proposed Action would contribute to any potential impacts to resources will be included in the Cumulative Impacts section in Chapter 4 of the Draft EIS.
61	Marykate Harris; David Kimball; Alden	The impacts of the terminal replacement project must be considered cumulatively with at least the following: Unauthorized	A list of cumulative projects will be developed (see the Cumulative Projects section in Chapter 3 of the

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Melbourne; Mary Zakrasek	procedures; Proposed procedures; Nearby flight paths from VNY and other SoCal Metroplex Airports; Proposed open SIDs for OROSZ 3 and SLAPP 2 at BUR. VNY has increased the number of departures by 35% since 2016 and has moved their path HARYS 2 south and east (without institution of waypoint PRRRY); Both BUR and VNY estimate a projected 15% increase per year in air traffic; and SMO shortened its runway in 2017 significantly reducing the air traffic out of that airport causing more air traffic to be routed to both BUR and VNY.	Draft EIS). An evaluation of whether the Proposed Action would contribute to any potential impacts to resources will be included in the Cumulative Impacts section in Chapter 4 of the Draft EIS.
62	Bart Trinchero	What will happen to airport revenues when and if the bullet train becomes operational? The reduced air traffic will cut the airport revenue down?	The California High Speed Rail project will be included in the list of cumulative projects in Chapter 3 of the Draft EIS. The FAA has been advised by California High Speed Rail that construction is proposed to start in 2029 but the funding has not been secured and the environmental review of the project is still in progress. Because the latest analysis year is 2029 the California High Speed Rail project is included in the Draft EIS for informational purposes only.
		DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f)	

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
63	Alden Melbourne; Selina Thomasian; Shant Thomasian; Mary Zakrasek	The new, more efficient terminal will further degrade our public parklands – our quiet refuge from noisy city life. It will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited.	All potential impacts to parklands will be included in the Department of Transportation, Section 4(f) section of the Draft EIS. In addition, potential impacts to noise-sensitive land uses, such as parklands, will be discussed in the Noise and Noise-Compatible Land Use section of the Draft EIS.
		FLIGHT PATHS	
64	Anonymous4	The planes should be diverted north, which is less populated.	The Proposed Action does not involve changes to any airspace procedures.
65	Anonymous5; Anonymous6; Anonymous7; Kathy Arnos; Linda Branca; Lynette Carla; Kathryn Danielk; Tracey Feder; Sandy Fox; Jennifer Franchina; J. Gordonn; Denise Gruska; G. Hogan; Richard Hull; C. Innis; JG; Bill	Concern over the new flight paths and subsequent non-stop flights/increased flights.	See Topical Response <i>Flight Paths</i> , 1.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Jones; Rose Kauper; David Ladd; Jeremy Lake; Beth Linville; Andrew Maganian; Shannon Mast; Luisa Megrot; Jon Molin; Wilhelm and Eva Osterissen; Adam Rinter; Sharon Rombean; Sean; Dennis Sullivan; Regi Toscano; Rudy Van Zyl; Renee Weber; Matthew Yedlin		
66	Anonymous5; Michelle Allen; DC Hager	An EIS on the change in flight paths did not occur. An EIS on the flight paths needs to be done.	See Topical Response <i>Flight Paths</i> , 1.
67	Kathy Arnos; Linda Branca; Edita Brychta; Kathryn Danielle; Rose	The new flight paths will and already are affecting the health of those who live under and near the new flight paths.	See Topical Response <i>Flight Paths</i> , 1.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Kauper; Evi Kosciow; David Ladd; Stan Magnees; Renee Weber; Katrina Youdin		
68	Linda Branca	The FAA changed the flight paths with no environmental study.	See Topical Response <i>Flight Paths</i> , 1.
69	Linda Branca	Burbank officials must persuade the FAA to change back those flights paths to what they used to be.	See Topical Response <i>Flight Paths</i> , 1.
70	Linda Branca; Jeremy Lake; Tom and Donna Materna;	The expansion will only serve to compound upon the terrible degradation of our parks being caused by the flight paths resulting in constant plane traffic flying at low altitudes.	See Topical Response <i>Flight Paths</i> , 1.
71	Linda Branca; Edita Brychta; Ellen Byron; Amy Carpinello; Kathryn Danielle; David Ladd; Jennifer Lazans; Tom and Donna Materna	The flight paths fly directly over schools and generally, are impacting our children.	See Topical Response <i>Flight Paths</i> , 1.
72	Edita Brychta	Concern over air quality, specifically benzene showering down over residential areas with the new flight paths.	See Topical Response <i>Flight Paths</i> , 1.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
73	Edita Brychta; Tracey Feder; Jennifer Franchina; Marykate Harris; Rose Kauper; David Kimball; Jennifer Lazans; Stan Magnees; Regi Toscano; Tessa Treadway; Matthew Yedlin	The change in flight paths are devaluing our homes.	See Topical Response <i>Flight Paths</i> , 1.
74	Amy Carpinello	The planes are flying over the hills with the new flight paths and dropping dangerous toxins over our home.	See Topical Response <i>Flight Paths</i> , 1.
75	Clay Collier; Jay Gruska; Marykate Harris; Chris Harwood; C. Innis; David Kimball; David Ladd; Jeremy Lake; Jennifer Lazans; Stan Magnees; Tom and Donna	Concerned about the flight patterns and the noise pollution, including the frequency of the flights, which have increased dramatically.	See Topical Response <i>Flight Paths</i> , 1.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Materna; Jon Molin; Adam Rinter; Tessa Treadway; Renee Weber; Matthew Yedlin		
76	Peter Generales	Very concerned about lower flying aircraft – at times I can even “smell” the jet exhaust.	See Topical Response <i>Flight Paths</i> , 1.
77	Federico Figus	Depart north on Runway 33, heading 270 degrees as per FAA RNAV departure bulletin; Depart from Runway 26 and arrivals on Runway 15. This is a visible alternative, but only after completion of the new terminal as the current terminal is parallel to Runway 08/26 at less than 200-feet.	See Topical Response <i>Flight Paths</i> , 1.
78	Denise Gruska	Keep departures over the 101 freeway corridor; Have planes depart north on Runway 33; Have planes depart west on Runway 26; Revert to pre-NextGen and Metroplex routes.	See Topical Response <i>Flight Paths</i> , 1.
79	DC Hager	Fly over the uninhabited mountains to the north, not over our south of airport homes.	See Topical Response <i>Flight Paths</i> , 1.
80	Marykate Harris	The very fact that this plan was implemented with zero involvement of the affected communities, let alone any advance warning that it was about to happen, speaks loud and clear to a complete disregard for a community and its residents and the	The scoping process that has been completed and the 45-day public comment period for the Draft EIS would allow the public to comment on the project prior to the issuance of an FAA decision. No changes to

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		resulting effects are destroying the unauthorized procedures, and nearby flight paths from VNY and other SoCal Metroplex airports.	flight procedures would occur as a result of the Proposed Action as compared to the No Action Alternative.
81	JG	Please allow planes to take off on a changing, varied flight path; Disperse the flight path.	See Topical Response <i>Flight Paths</i> , 1.
82	Sheryl Harmon; David Ladd; Jeremy Lake; Beth Linville; Jon Molin; Matthew Yedlin; Rudy Van Zyi	The expansion will only serve to compound upon the terrible air pollution being caused by the flight paths resulting in constant plane traffic flying at low altitudes.	See Topical Response <i>Flight Paths</i> , 1.
83	Beth Linville	The fire hazard in the hill where smaller private planes fly needs to be addressed.	Comment noted. No changes to flight procedures would occur as a result of the Proposed Action as compared to the No Action Alternative. The evaluation of fire hazards on hills that are not in the immediate vicinity of the Airport is outside the scope of this EIS.
84	Stan Magnees	Planes fly low overhead the hills of Sherman Oaks and wife's health could be affected by all the pollution.	See Topical Response <i>Flight Paths</i> , 1.
85	Alden Melbourne; Selina	It has already been determined by an independent analysis conducted by Landrum & Brown that the flightpaths out of Burbank	See Topical Response <i>Flight Paths</i> , 1.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Thomasian; Shant Thomasian; John Van Tongeren; Mary Zakrasek	Airport (BUR) shifted south in a concentrated path over the hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains (affected areas). This change in flight track occurred without notice or environmental study.	
86	Matthew Yedlin	You must spread out the flights to the north and east and south. Not just southwest.	See Topical Response <i>Flight Paths</i> , 1.
		HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION	
87	Alden Melbourne; Mary Zakrasek	Residents near the airport and along the soil export route have grave concerns about vast amounts of contaminated soils traversing their neighborhoods, potentially exposing them to dangerous materials.	Soils will be characterized in relation to contaminants and will be presented in the Hazardous Materials, Solid Waste, and Pollution Prevention section of the Draft EIS. Additionally, an analysis of the potential impacts of encountering, being exposed to, or transporting potentially contaminated soils will be included in the Hazardous Materials section of the Draft EIS.
88	Karen Spangenberg	Demolition of current terminal is too much for the land fill.	An assessment of capacity of local landfills will be included in the Hazardous Materials, Solid Waste, and Pollution Prevention section of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
89	Roy and Angela Wiegand	Concerned about the over 20 schools, parks; Day cares near the proposed new terminal and excavated site; The pollutants that will be activated upon construction activities; The soil from years past Lockheed/Skunkworks toxin dumping directly into the ground. The EIR that we have read (as part of Measure B in Burbank) says there will be hazardous days during construction – there were no solutions given.	Soils will be characterized in relation to contaminants and will be presented in the Hazardous Materials section of the Draft EIS. Additionally, an analysis of the impacts of transporting potentially contaminated soils will be included in the Hazardous Materials section of the Draft EIS.
		HISTORICAL, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES	
90	Natalie Bloxham	I am concerned with the history we will lose.	An analysis of the impacts to historic resources will be included in the Historical, Architectural, Archeological, and Cultural Resources section of the Draft EIS. Additionally, the FAA is required to consult with the State Historic Preservation Officer, as well as relevant Tribal Historic Preservation Officers, for impacts to resources eligible for listing in the National Register of Historic Places prior to affecting such resources. Consultation efforts will be presented in the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
91	Penelope	I propose turning the original terminal into a flight museum to preserve its cultural significance from the 30's.	Comment noted. The existing passenger terminal building cannot remain in its existing location because it does not comply with FAA design standards regarding the distance from the centerline of the runways (the Runway Object Free Area, the primary and transitional surfaces for runways, the Building Restriction Line, and the Taxiway Object Free Area).
92	Roy and Angela Wiegand	I am concerned about tearing down a historical monument/terminal. Amelia Earhart flew out of Burbank and I think historically, the terminal should remain.	An analysis of the impacts to historic resources will be included in the Historical, Architectural, Archeological, and Cultural Resources section of the Draft EIS. Additionally, the FAA is required to consult with the State Historic Preservation Officer, as well as relevant Tribal Historic Preservation Officers, for impacts to resources eligible for listing in the National Register of Historic Places prior to affecting such resources. Consultation efforts will be presented in the Draft EIS.
		NATURAL RESOURCES AND ENERGY SUPPLY	

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
93	Heather Robb	I hope the EIS will encourage the highest environmental standards for this airport that's located right in the heart of our community. LEED Platinum should be the goal, and I am including research on how other regional airport have achieved that effectively. Burbank should settle for nothing less.	Comment noted. The Authority will design the replacement passenger terminal building and associated facilities in accordance with City of Burbank design and building standards and will be required to obtain a building permit subject to approval by the City of Burbank. The final construction drawings and plans will be developed after the NEPA review process. Therefore, this topic is outside the scope of this EIS
94	Chris Weber	The design of the new terminal should adhere to the highest green building standards as a way to address and mitigate sustainability issues associated with air travel. Please review the attached document for both statements of support for a green terminal, as well as comparable green programs at similar airport terminals. At a minimum, I ask that the FAA include in the plans, a stated objective of attaining LEED Gold Certification for the new terminal.	Comment noted. The Authority will design the replacement passenger terminal building and associated facilities in accordance with City of Burbank design and building standards and will be required to obtain a building permit subject to approval by the City of Burbank. The final construction drawings and plans will be developed after the NEPA review process. Therefore, this topic is outside the scope of this EIS.
		NO ACTION ALTERNATIVE	
95	Lisa Carloss; Amy	The impact analysis must use an appropriate baseline. In development the baseline, the	The Proposed Action will not increase the number or change the

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Carpinello; Denise Gruska; Tom and Donna Materna; Katrina Youdin	FAA should account for the fact that the Metroplex NEPA analysis did not address the actual departure routes currently flown at BUR, and the number and routing for BUR departures remains in flux. Pre-Metroplex conditions; therefore, provide the most appropriate and equitable baseline against which to measure project impacts.	type of aircraft operating at the Airport, nor does it propose to change any airspace procedures.
96	David Gaines	Any EIS must take into account these current conditions (low flying aircraft) and find a way to mitigate future problems to be anticipated when a new terminal and expanded flight paths increases the number of flights.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The proposals are independent projects and are not connected actions. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. In addition, the Proposed Action would not increase airport capacity but would enhance airport safety and efficiency. The

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
97	G. Hogan	The impact analysis must use an appropriate baseline. The FAA must account for the Metroplex NEPA analysis did not address actual departure routes currently flown at BUR, and the number and routing of BUR departures remains "up in the air." Pre-Metroplex conditions must provide the most appropriate and equitable baseline against which to measure project impacts.	<p>The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The proposals are independent projects and are not connected actions. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process.</p> <p>In addition, the Proposed Action would not increase airport capacity but would enhance airport safety and efficiency. The Proposed Action would not result in changes to the runway configuration,</p>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			aircraft fleet mix, number of operations, timing of operations, or airspace.
		NOISE AND NOISE-COMPATIBLE LAND USE	
98	Anonymous2; Anonymous4; Kathy Arnos; Lucille Clippinger; Karen Collier; Paul Da Silva; Audrey Ford; Jennifer Franchina; David Gaines; DC Hager; Barbara Hupp; Beth Linville; Karen Spangenberg; Dennis Sullivan	The current noise is unbearable and more flights will only make it worse. There are schools and residents that will be adversely affected by the excessive noise.	See Topical Response <i>Noise and Noise-Compatible Land Use, 1.</i>
99	Anonymous4	Do not change the 7am to 10pm flight takeoffs and landings.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
100	Susan Ashely	The planes are low and loud and no curfew – planes are flying 24/7 and we cannot sleep.	The Proposed Action would not result in changes to the runway

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
			configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
101	Lisa Carloss; Sherri Elkaim; Denise Gruska; Tom and Donna Materna; Katrina Youdin	To accurately address the significant noise issues at BUR – which will be intensified by the new terminal and support infrastructure – the EIS must incorporate and address the following: Impacts on all noise-sensitive land uses, including schools, parks, open space, preserves, historical resources, and others; Unique topography, including and in particular, the hills and canyons south of the airport; Single-event noise measurements; California and federal noise metrics; The likelihood that aircraft will not adhere to published departure and arrival routes.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. The Draft EIS will discuss potential changes in the noise environment that will occur with or without the implementation of the Proposed Action in the Noise and Noise-Compatible Land Use section.
102	Amy Carpinello	It is hard to support a new airport when Burbank airport is failing to observe time of day restrictions. We are woken daily by these low flying planes and are concerned about the noise levels	Comment noted. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
103	Lucille Clippinger	Any chance some sound proofing can be available as it has been for Burbank homeowners?	Sound proofing and other noise mitigation measures for homeowners would be administered through the existing Burbank Airport Residential Sound Insulation Program. The program was established to provide relief to

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			residents and noise-sensitive land uses within the 65 dB CNEL noise contour identified in the Noise Compatibility Program approved by the FAA.
104	Audrey Ford	More flights go out after 10pm.	Comment noted. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
105	Sandy Fox	Need to look at the long-term impact of this noise disturbance on the health of people, animals, and wild areas, as well as schools, homes, and communities over monetary gain, and expansion and big development.	A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS. In addition, any impacts to land uses protected under Section 4(f) of the Department of Transportation Act, such as parks and wildlife refuges, will be evaluated in the Department of Transportation Section 4(f) section in Chapter 4 of the Draft EIS.
106	Reggie Landin; Sharon Rombean	The hours of planes taking off and landing (noise curfew) cannot be extended.	Comment noted. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			operations, timing of operations, or airspace.
107	Regi Toscano	Please explain the 2am to 3am flights of FedEx out of Burbank airport.	According to the Authority's noise rules , Rule 9 states that aircraft originally certified as Stage 3 or quieter are permitted to fly 24 hours per day . The Authority's noise rules can be found online at: http://hollywoodburbankairport.com/noise-environment/noise-rules-summary/ .
108	Bart Trinchero	Why are only a few individuals allowed to fly at night and wake local residents? We need a curfew – majority should rule and the people need a 10pm to 7am curfew.	According to the Authority's noise rules , Rule 9 states that aircraft originally certified as Stage 3 or quieter are permitted to fly 24 hours per day . The Authority's noise rules can be found online at: http://hollywoodburbankairport.com/noise-environment/noise-rules-summary/ .
		PROPOSED ACTION	
109	Anonymous7	Once the terminal is built and new and wonderful, it will be on the news about how wonderful flying out of Burbank is. People will flock here – there will be more flights (yes the same number of terminals and two runways) but the runways will be in constant use . I oppose any more "improvements" to the airport.	The Proposed Action will not increase the number or change the type of aircraft operating at the Airport, nor does it propose to change any airspace procedures.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
110	Michelle Allen	I oppose this expansion – I oppose! The new terminal will negatively affect the communities you have already impacted with your 24-hour a day, 4:45am FedEx flights and superhighway over my head. I oppose!	Comment noted.
111	Susan Ashley	Please cap the number of planes.	Comment noted. The Airport is a public use airport accepting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As such and according to Grant Assurance 22, <i>Economic Nondiscrimination</i> , the Authority, as the Airport Sponsor, assures the United States that it will make the Airport "available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport."
112	Linda Branca; Carol and Michael Elkind; Denise Gruska; Richard Hull; Bill Jones; Rose	I strongly oppose any replacement terminal at Burbank airport until the flights paths are changed back to what they were!	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Kauper; Evi Kosciow; Selina Thomasian; Shant Thomasian; John Van Tongeren; Rudy Van Zyi		environmental review. The proposals are independent projects and are not connected actions. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process.
113	Ellen Byron	This is a terrible idea. Unless you fly southwest, Burbank airport is dangerous and I fear one of its planes will end up in our backyard.	Comment noted. The existing passenger terminal building cannot remain in its existing location because it does not comply with FAA design standards regarding the distance from the centerline of the runways (the Runway Object Free Area, the primary and transitional surfaces for runways, the Building Restriction Line, and the Taxiway Object Free Area).
114	Lynette Carla	Until there is a full environmental impact study done to address the super highway and increased noise over our neighborhood, I am not in favor of a new terminal. I'd rather you shut down Burbank airport than spend money on a terminal if you cannot	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		improve the flights paths over our neighborhoods.	environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
115	Lisa Carloss; Denise Gruska; Tom and Donna Materna; Katrina Youdin	An EIS must fully evaluate measures to help mitigate the potential impacts of a proposed project.	Chapter 4 of the Draft EIS will assess the potential for impacts to occur as a result of the Proposed Action as compared to the No Action Alternative; identify measures to mitigate, minimize, or avoid any potentially adverse impacts; and determine whether any impacts that could occur would be significant.
116	Kathryn Danielle	I am not opposed to airport expansion, just want flights dispersed as they were before.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
117	Sandy Fox	This ruling must not pass and return to original allowed flights and height of takeoff approved by and endorsed by our local government and council.	The Airport Sponsor does not have the authority to place restrictions on flights departing from or arriving at the Airport.
118	Jane Goe	The airport does need reconstruction, but the projected cost overrun (over a billion) dollars requires it to take on conservable additional debt. The need to service such great debt will inevitably drive the airport to maximizing income which will certainly drive it towards infringing on voluntary handshake agreements with communities regarding curfews, increased flights, and prioritized NextGen flight paths. The debt load puts local communities at risk of noise and infrastructure strains that are already	Comment noted. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		galvanizing opposition and litigation. Facilities and NextGen flight paths are not separate issues.	existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
119	J. Gordon	Please take into account the impact on humans – the human impact.	Chapter 4 of the Draft EIS will include analyses on air quality, noise, and other human-related impacts.
120	Bill Gottlieb	I understand that the FAA will make a judgement in 2020. When is it expected that construction will commence?	If the Proposed Action is approved, construction would begin after the Authority has completed design of the replacement passenger terminal building. The Authority proposes to begin construction in 2022.
121	Barbara Hupp	I like the stairway at the rear of the plan to load quicker.	Comment noted. The Proposed Action does not currently include the use of jet bridges at the Airport.
122	Barbara Hupp	Better parking, buses, and all forms of transportation.	The Proposed Action includes improvements to parking and access to the Airport.
123	Barbara Hupp	Integrate plans to get from the tracks to the terminal.	Because the Authority does not own or control the property between the proposed replacement passenger terminal building and the Burbank Airport-North Metrolink station, the Proposed Action that will be

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			analyzed in the Draft EIS does not include a physical connection to this station. The Authority will continue to operate its shuttle between the Burbank Airport-North Metrolink station and the proposed replacement passenger terminal building.
124	JG	We all oppose expansion – expanding operations at Burbank airport.	Comment noted. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
125	Magda Krachimalnick	What are the proposed additions of airlines serving the Burbank airport?	Although no additions of airlines are contemplated at this time, an airline not currently operating at the Airport could begin operations independent of the Proposed Action.
126	Reggie Landin; Sharon Rombean	The FAA has to agree that no more than 14 gates will ever be installed.	The Proposed Action is for a 14-gate replacement passenger terminal building.
127	Reggie Landin; Sharon Rombean	You need an environmental impact study.	A Draft EIS is currently being prepared to identify all impacts associated with the Proposed Action. Additionally, this current EIS is the fourth EIS since the mid-1980s for the proposed

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			replacement passenger terminal building project.
128	Andrew Maganian	No new airport!	Comment noted. The Proposed Action is not to build a new airport. However, a replacement airport is an alternative that has been identified and will be analyzed in Chapter 2 of the Draft EIS.
129	Tom and Donna Materna	I strongly oppose the expansion and the new flight paths. The new terminal will further degrade the quality of life around the airport.	Comment noted.
130	Jayne McKay	No new terminal!	Comment noted.
131	Luisa Megrot	I strongly oppose this project moving forward without proper studies and involvement of the surrounding communities.	Comment noted. A Draft EIS is currently being prepared to identify all impacts associated with the Proposed Action.
132	Alden Melbourne; Selina Thomasian; Shant Thomasian; John Van Tongeren; Mary Zakrasek	In their operations meeting on November 5, 2018, BUR estimated that the new terminal would cost \$1.24 billion, significantly increased from the originally estimated \$400 million. They proposed that they would be in "lockstep" with the airlines they serve in order to increase revenue to pay for the new heightened cost of the terminal. To increase revenue, they must increase capacity by bringing in more passengers on larger jets. Larger, heavier jets will make slower turns driving aircraft even further south.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
133	Matthew Pyken	The airport should not be changed or expanded. Anyone who flies in the LA area loves Burbank for its efficiency and convenience. It's old school and it works. The proposed new terminal means only growth in noise and traffic and possibly diminished safety. My family and neighbors oppose the new terminal project.	Comment noted. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
134	Jerry Remilling	We are tired of planes flying low over our home and this plan to grow Burbank airport will only increase the problem. No expansion. No new terminal. No superhighway in the sky. And yes to any lawsuit that will fight your plans.	Comment noted. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
135	Dennis Sullivan	Please set a cap or limit to the future number of planes that will in the future fly out of and into Burbank airport.	Comment noted. Setting a cap or limit on the number of planes at the Airport is outside the scope of this EIS.
136	Dennis Sullivan	This appears to be an attempt to improve plane flow without adding more gates.	The existing passenger terminal building cannot remain in its existing location because it does not comply with FAA design standards regarding the distance from the centerline of the runways (the Runway Object Free Area, the primary and transitional surfaces for runways, the Building Restriction Line, and the Taxiway Object Free Area). The Proposed

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			Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
137	Regi Toscano	Recent renovations of new parking structure (parking structure G) has no walkway to terminals. What faith can we have that this new project will be better planned out?	Comment noted. The continuation of shuttle access to allow connectivity between the rail stations and the proposed replacement passenger terminal building will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
138	Tessa Treadway	I do not support the expansion of BUR.	Comment noted.
139	Stacy Weiss	Concerned that the use of jet bridges versus the stairs will also increase the flow of foot traffic (i.e., speed with which places load and unload), thereby increasing flights into the airport.	The Proposed Action does not include the use of jet bridges at the Airport. Aircraft will continue to be ground loaded as what occurs now.
		PUBLIC INVOLVEMENT	
140	Anonymous3	The public is entitled to have a sit down session where questions can be asked and answered.	The FAA has followed all required protocols for involving the public in the scoping process for the Draft EIS. Additional opportunities for

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			input will be provided to the public when the Draft EIS is published.
141	Sue Cleereman	Please include email for future meetings and updates.	All persons attending the public scoping meeting who provided an email address will receive email updates on the NEPA process. Additionally, please visit the project website (https://www.bobhopeairporteis.com/public-involvement/) and sign up to receive updates on the project.
142	Audrey Ford	How do we have a meeting with residents, the FAA, the Airport Authority, member of Congress, and the airlines to come to a common agreement about what is considered "reasonable noise" ?	The topic of aircraft noise has been an ongoing issue for many decades. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ . FAA's Office of Airports will hold a public workshop and public hearing on the proposed replacement passenger terminal building. The

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			replacement passenger terminal building and FAA-ATO's NexGen proposals are independent of each other. FAA's statutory mission is to ensure the safe and efficient use of navigable airspace in the United States.
143	Sheryl Harmon	This scoping meeting was a big waste of time. No one cares what the terminals look like. We care about the flight patterns.	Comment noted. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
144	Marykate Harris	This is pure cowardice on the part of the FAA – another dog and pony show.	Comment noted.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
145	David Kimball	This dog and pony show is a waste of time and resources. You are not seeking public opinion – you are just trying to sell this proposal and pull the wool over people's eyes.	Comment noted.
146	Jon Molin	Thanks for hosting the forum. By the way, are copies available of the lawsuit brought by the Benedict Canyon Homeowners Association?	This is outside the scope of this EIS.
147	Ursula and Joe Turk	There should be a public meeting where people can voice their complaints about the noise and pollution on the concentrated funnel like flight paths currently being used as directed by the FAA without even consult the population living in that area, and without an environmental impact study. This is unacceptable and an alternate solution must be presented.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			See also Topical Response <i>Flight Paths, 1.</i>
		PURPOSE AND NEED (INCLUDES FORECASTS)	
148	Lisa Carloss; Denise Gruska; Tom and Donna Materna; Katrina Youdin	The impact analysis must account for the reasonably foreseeable possibility that the replacement terminal – with its expanded amenities and increased efficiency – will result in increased departures and arrivals at BUR even if the number of terminal gates remains constant.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. A discussion about the relationship between enplanements and a passenger terminal building is included in Chapter 1 of the Draft EIS.
149	Sue Cleereman	Why does the FAA graph for the TAF for projected flight and passenger counts show such an unrealistic forecast? Projections of 2% per year for BUR for number of passengers – this is the forecast? This should be more objective to include real numbers.	The Terminal Area Forecast (TAF) is the official FAA forecast of aviation activity for U.S. airports. The TAF contains historical and forecast data for enplanements, airport operations, Terminal Radar Approach Control (TRACON) operations, and based aircraft. The TAF assumes a demand driven forecast for aviation services based upon local and national economic conditions as well as conditions within the aviation industry. In other words, an airport's TAF forecast is developed independent

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			of the ability of the airport and air traffic control system to furnish the capacity required to meet demand. The growth in enplanements at the Airport occurring under the existing and forecasted conditions is not affected by the Proposed Action.
150	Clay Collier	It is unacceptable that this noise and pollution would increase with the foreseeable increase in arrivals and departures that will likely accompany the proposed plan.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
151	Peter Generales	Very concerned about increased flights.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
152	Magda Krachimalnick	Since there is no increase in the number of gates (per your graphic), what is the proposed percentage of increase in flights over the next five years?	According to the Terminal Area Forecast (TAF) prepared by the FAA, the percent increase in operations at the Airport is about 1.2% per year for the next five years with or without implementation of the Proposed Action.
153	Anonymous ⁵ ; Tessa Treadway; John Van Tongeren;	The new terminal will increase efficiency, leading to a greater number of flights and larger jets.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix,

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Stacy Weiss; Mary Zakrasek		number of operations, timing of operations, or airspace.
154	Jayne McKay	Why invite more carriers besides for the money? Why try to convince anyone that there's no impact from the increase in aircraft size and number (volume)?	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
155	Alden Melbourne; John Van Tongeren; Mary Zakrasek	The expansion of airside facilities such as the construction of a new 413,000 square foot aircraft ramp and the extension of Taxiway A and C will allow for improved operation efficiency and larger aircraft, thereby increasing impacts on the affected areas.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. Aircraft size is dependent on runway characteristics (e.g., length and width).
156	Renee Weber	If the replacement terminal will afford the airlines to take off even quicker between flights, I hope the environmental impact statement will truthfully state that.	The Proposed Action would not modify how quickly aircraft could depart from the Airport.
157	Angela Wiegand	I think the graphs underestimate future airport operations and airport enplanements. There has been a significant forward trajectory of numbers of flights and passengers and I expect a much greater increase leading to 2029 than what is shown on the graphs. The impacts of these numbers will impact residents' quality of life detrimentally.	The Terminal Area Forecast (TAF) is the official FAA forecast of aviation activity for U.S. airports. The TAF contains historical and forecast data for enplanements, airport operations, Terminal Radar Approach Control (TRACON) operations, and based aircraft. The TAF assumes a demand driven forecast for aviation services based

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
			upon local and national economic conditions as well as conditions within the aviation industry. In other words, an airport's TAF forecast is developed independent of the ability of the airport and air traffic control system to furnish the capacity required to meet demand. The growth in enplanements at the Airport occurring under the existing and forecasted conditions is not affected by the potential for a replacement passenger terminal building.
		SOCIOECONOMICS (INCLUDES SURFACE TRAFFIC), ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS	
158	Anonymous1; Anonymous3; Clay Collier; Alden Melbourne; Karen Spangenberg; Mary Zakrasek	Concerned that the new terminal will increase flights, which will reduce the value of my home.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
159	Anonymous4	I am a teacher at Sun Valley Middle School and increasing the number of flights will be a hazard to the students.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix,

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			number of operations, timing of operations, or airspace. In addition, an evaluation of impacts to children's health and safety will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
160	Natalie Bloxham	My concern is with traffic going north on Hollywood Way attempting to get into the airport without missing a flight. Traffic pattern is terrible now. What do you think it will be like when you double or triple the amount of people and flights per hour/day?	All potential project-related surface traffic impacts will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
161	Bonnie Burrow	Too much increase in traffic on Winona.	All potential project-related surface traffic impacts will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			Risks section in Chapter 4 of the Draft EIS.
162	Bonnie Burrow	Since the new proposed terminal is so far from the new transportation center, more shuttles will be required and more passengers will be inconvenienced.	The continuation of shuttle access to allow connectivity between the rail stations and the proposed replacement passenger terminal building will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
163	Bonnie Burrow	Is it possible this is an attempt to increase parking at the terminal, increasing airport funds?	The number of existing public parking spaces at the Airport is 6,637 and this is same for the Proposed Action. The Proposed Action does not change the number of public parking spaces at the Airport.
164	Alden Melbourne; Selina Thomasian; Shant Thomasian; Mary Zakrasek	The new, more efficient terminal will increase the economic loss already suffered by our local businesses and film industry.	Comment noted.
165	Alden Melbourne; Mary Zakrasek	Residents near the airport have concerns about the growth of the airport and increased traffic.	All potential project-related surface traffic impacts will be discussed in the Socioeconomics (including

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
166	Karen Spangenberg	More traffic.	All potential project-related surface traffic impacts will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
167	Angela and Roy Wiegand	Concerned about the combination of new 50% larger terminal with more efficient increased flights and passengers impacting traffic on Hollywood Way. I would request some kind of mitigation – perhaps some off-ramp directly from Interstate 5 to the airport?	All potential project-related surface traffic impacts (and mitigation, if applicable) will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
		VISUAL EFFECTS	
168	Barbara Hupp	The light pollution from the new parking structure on Empire. What can be done to make it better? We could have a contest to stop the light emissions at night.	The Proposed Action does not include any changes to the existing parking structure on West Empire Avenue.
		WATER RESOURCES	

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
169	Karen Spangenberg	Runoff from the expanded runways will be polluted waste – no good.	The Proposed Action does not include any changes to the runways at the Airport. Any potential changes in surface runoff as a result of the Proposed Action as compared to the No Action Alternative will be described in the Water Resources section in Chapter 4 of the Draft EIS along with any proposed mitigation.
Oral Comments Received from Public During Scoping Meeting			
		ALTERNATIVES	
170	Tom Materna	Stop the export of noise and negative impacts to Los Angeles; Reroute flights over Burbank, Glendale, and Pasadena; Restore the historical 6-mile wide flight path, proven safe for decades; Consider multiple tracks and alternate tracks in all directions; Relocation of airport to less populated area.	All alternatives that meet the purpose and need of the Proposed Action will be analyzed in the Draft EIS. One of the alternatives to the Proposed Action is to move the airport to another location. If this alternative meets the purpose and need of the Proposed Action, then it will be fully analyzed in the Draft EIS. In addition, the Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
		AIR QUALITY	
171	Lisa Cahan Davis	We are impacted greatly by the air pollution. This has to be looked at as an environmental and quality of life decision, not just commercial prospect.	An analysis of the potential changes in air pollutant emissions as result of the Proposed Action as compared to the No Action Alternative will be included in the Air Quality section in Chapter 4 of the Draft EIS.
172	Doron Kauper; Jayne McKay; Jennifer Parker	Concern over the new flight pattern and air pollution.	The Proposed Action does not involve changes to any airspace procedures. An analysis of the potential changes in air pollutant emissions as result of the Proposed Action as compared to the No Action Alternative will be included in the Air Quality section in Chapter 4 of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
173	Rose Kauper	I have a large garden that I will no longer be planting because of the particulates from the jets that come down. There have been many environmental studies on other areas that show how damaging and hazardous it is to our health. I have asthma, and I walk in our neighborhood. I can't walk in my neighborhood anymore because there has been such an increase in my inhaler use in order to exercise.	The Proposed Action does not involve changes to any airspace procedures. Any potential changes in air pollutant emissions as a result of the Proposed Action as compared to the No Action Alternative will be included in the Air Quality section in Chapter 4 of the Draft EIS.
174	Sandra Levin	I have had a cough since I moved here, and I don't know what the cause of it is. I now have allergies. My plants have a three-inch gray substance on it, and I'm guessing it's from the planes. I mean, first from the fires, but there aren't fires anymore and they still have a gray dust.	The Proposed Action does not involve changes to any airspace procedures. Any potential changes in air pollutant emissions as a result of the Proposed Action as compared to the No Action Alternative will be included in the Air Quality section in Chapter 4 of the Draft EIS.
		CUMULATIVE IMPACTS	
175	Lisa Cahan Davis	I would like to make sure that the footprint for the Environmental Impact Report is scoped out further than what they intend. For example, the traffic on the 101, depending on where you're coming from, exits and enters off the 101 at Universal/Lankershim, so that's how far I would like the Environmental Impact Report for traffic, traffic mitigation, noise, transportation, things like that.	FAA is preparing an EIS under the National Environmental Policy Act of 1969. A General Study Area will be delineated in the Draft EIS. A list of various past, present, and reasonably anticipated future projects within a defined spatial boundary will be included in the Cumulative Projects section in Chapter 3 of the Draft EIS. The

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
			Authority has already completed its Environmental Impact Report, prepared in compliance with the California Environmental Quality Act.
176	Lisa Cahan Davis	The community is greatly concerned with projects being disclosed independently from one another.	FAA is preparing an EIS under the National Environmental Policy Act of 1969. A General Study Area will be delineated in the Draft EIS. A list of various past, present, and reasonably anticipated future projects within a defined spatial boundary will be included in the Cumulative Projects section in Chapter 3 of the Draft EIS.
177	Laverne Thomas	I am concerned with Burbank Airport. Now we are going to get high-speed rail over here. Santa Monica is closing down in 2028. I'm concerned about what's going to happen with all the aircraft from Santa Monica airport and wherever else.	FAA is preparing an EIS under the National Environmental Policy Act of 1969. A General Study Area will be delineated in the Draft EIS. A list of various past, present, and reasonably anticipated future projects within a defined spatial boundary will be included in the Cumulative Projects section in Chapter 3 of the Draft EIS.
		DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f)	
178	Tom Materna	The new, more permanent terminal will further degrade our public parkland, our	All potential project-related impacts to parklands will be evaluated in

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		quiet refuge from the noisy city and it will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited.	the Department of Transportation, Section 4(f) section in Chapter 4 of the Draft EIS.
		FLIGHT PATHS	
179	Becky Arntzen; Rose Kauper; Tom Materna; Jennifer Parker; Laverne Thomas; Roy Wiegand	I strongly oppose the new flight paths.	Comment noted. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
180	Becky Arntzen; Doron Kauper; Rose Kauper; Alison Martin	Concern over the new flight paths/patterns and the value of homes decreasing.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
181	Becky Arntzen; Ellen Byron; Sherri Elkaim; Ayelet Feig; Sandra Levin; Jayne McKay; George Mooradian; Yoli Poropat	The new flight paths are affecting the health and quality of life of our children with their schools and playgrounds being flown over.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will

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			<p>be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.</p> <p>In addition, all potential project-related health impacts to children will be evaluated in the Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.</p>
182	Rose Kauper	<p>I am concerned about my health mostly, just because of the studies that have been done, and I don't understand why they chose this flight route. It has completely changed the whole community, and I ask for their support.</p>	<p>The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the</p>

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			existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
183	Jennifer Parker	I'm concerned about safety. If one of these planes has to land, it's a very densely populated area of residential homes, and we already get – where I live in the Hills, we already get planes coming from LAX, and now we're having planes coming in from Burbank, and now we're getting planes flying over homes from both sides.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
		HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION	

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
184	Roy Wiegand	We're very concerned about the area at the airport. The land itself is highly polluted from decades and decades of toxic materials being dumped directly into the ground and filters. A lot of it is in the parking lot now, so when they break in the parking lot, we don't know what's going to come out of there. There are many schools, parks, homes near the airport. No mitigation was identified in the EIR. We don't know what "hazard" is. And what about the school kids nearby? So there are a lot of unanswered questions with this.	An analysis of the construction-related impacts associated with contaminated soils will be included in the Hazardous Materials, Solid Water, and Pollution Prevention section in Chapter 4 of the Draft EIS.
		MISCELLANEOUS	
185	Lisa Cahan Davis	I would like to see a master plan, five years, ten years out.	The Authority does not have an Airport-specific Master Plan; however the City of Burbank has a General Plan (https://www.burbankca.gov/departments/community-development/planning/long-range-planning/burbank2035-general-plan) that discusses the Airport. Additionally, a list of cumulative projects will be developed and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.

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186	Lisa Cahan Davis	I would like to have the original scope of work request for the RFP or RFQ presented by the Burbank Airport or whomever, so that we as citizens know what the original intent for development was.	The scope of the proposed replacement passenger terminal building was announced in the FAA's Notice of Intent to prepare the EIS. That notice appeared in the December 18, 2018 issue of the Federal Register (https://www.govinfo.gov/content/pkg/FR-2018-12-18/pdf/2018-27373.pdf). A copy of the Notice of Intent will be included in Chapter 5 of the Draft EIS.
		NOISE AND NOISE-COMPATIBLE LAND USE	
187	Becky Arntzen; Ellen Byron; Doron Kauper; Rose Kauper; Alison Martin; George Mooradian; Barbara Tranchito	The new flight paths/patterns is creating noise over communities that have not had aircraft noise before; Flights are more frequent.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part

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			of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
188	Lester Bass	I am a disabled veteran and I have an injury where I have thermal headaches, and the VA gives me medicines for that, but here the last couple of years has been getting worse and worse and the sounds of those plans are getting worse and worse.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
189	Lisa Cahan Davis	We are impacted greatly by the noise pollution. This has to be looked at as an environmental and quality of life decision, not just commercial prospect.	A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS.

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190	Lisa Cahan Davis	Those flights *FedEx, UPS, U.S. Postal Service* are running at all times of the night, morning, and cause many nights of waking up to hearing the engineers roar. Please look at this as you scope out your plans.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS.
191	Sandra Levin	I've lived in other communities of the other states and there were rules about flying in the middle of the night and starting too early in the morning, and here it seems like it's a free-for-all. The flights are both business and private ones and commercial because they are so low I can see the planes, and also, I have the little device where I can clock it and I send in my noise complaints, and I want to know what is being done because nothing has changed in ten months.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the EIS.
192	Sandra Levin	I have given comments. I have written letters. I have never gotten a call back from the airport. I send in my noise complaint. They say you're only allowed a certain amount of complaints and I reached the maximum, and I keep repeating it every month. Someone help please. ·	The FAA has followed all required protocols for involving the public in the scoping process for the Draft EIS. Additional opportunities for input will be provided to the public when the Draft EIS is published. A discussion of any potential changes

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			in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS. In addition, the Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
193	Patricia Mann	I talked to the Burbank Airport. The noise person, I think his name is Mark Hardiman, and he tells me that the planes have not shifted routes, that nothing has changed, and I can tell you anecdotally that that's not true. There are probably 50 planes over my house per day, and Burbank Airport and the FAA do nothing. They don't care. Burbank Airport used to be a wonderful neighbor. They aren't.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS. In addition, the Air Traffic Organization of the FAA has

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			announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
194	Jayne McKay	Our house, thankfully, was soundproofed by the FAA, but we can no longer dine outside because of the amount of air traffic. I no longer garden. I can't walk in our neighborhood.	Comment noted.
195	Jayne McKay	There used to be a voluntary curfew that people respected now we have charter plans throughout the night, every night.	According to the Authority's noise rules , Rule 9 states that aircraft originally certified as Stage 3 or quieter are permitted to fly 24 hours per day . The Authority's noise rules can be found online at: http://hollywoodburbankairport.com/noise-environment/noise-rules-summary/ . The Authority has a long-standing voluntary curfew on scheduled arrivals and departures of passenger airline operations between the hours of 10p.m. and

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			6:59a.m. During those hours, airlines are strongly encouraged not to schedule any arrivals or departures.
196	Laverne Thomas	I don't like all the helicopters. They're flying lower than they should be flying. I was told they had to fly with the freeways. They don't.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations (including helicopters), timing of operations, or airspace. In addition, the Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
		PROPOSED ACTION	
197	Becky Arntzen	I don't want to support any construction at Burbank Airport until and when Burbank Airport vigorously starts to defend – advocate on behalf of the citizens of Studio City, Toluca Lake, Sherman Oaks, and the	Comment noted.

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		people who are really truly affected by the activities at Burbank Airport.	
198	Lisa Cahan Davis	The data collection used to assess based on the FAA's EIR or EIS, I would like to know what the – it should be as close to reality as to the alternates for moving of soil and land so that their measurement and quality of that relates a hundred percent to what the project of dirt and soil movement would be.	The EIS will use the most current available data. The Draft EIS will describe all significant impacts associated with the Proposed Action and identify measures to mitigate those significant impacts in Chapter 4 of the Draft EIS.
199	Janet Edmunds Cohen	My concern is I would like to find out how, if they are increasing the cargo flights in size. Because, according to the plans over there, they're tearing the old one down and building a new one, but there's no data to show if they're increasing the square footage. And also, if they are, would there then be an increasing of the cargo planes in and out of the airport because of the decrease in the passenger planes at the terminal, and how that would change?	The size of the new cargo facility is proposed at 8,000 square feet, while the existing air cargo facility is 16,000 square feet. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations (including cargo), timing of operations (including cargo), or airspace.
200	Sandra Levin	Now they're thinking of expanding the gates in Burbank Airport, and I guess they wanted more gates, but now they're back to the original numbers of gates. But I realize it's a business, but it's affecting the community.	Comment noted. The proposed replacement passenger terminal project that was evaluated in FAA's 1995 Final EIS included more gates than the existing 14 gates. However, the current proposed replacement passenger terminal building being evaluated in this EIS is only 14 gates.

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201	Patricia Mann	If they don't change these flights and take into effect the impact that it has on us, then I will never support the Burbank Airport. This neighborhood is so resistant to it unless they do the right thing and they haven't.	Comment noted.
202	Alison Martin	I am completely against any expansion, and they way they have changed the flight path has completely impacted me and my family.	Comment noted.
203	Tom Materna	I strongly oppose the new terminal expansion.	Comment noted.
204	Jayne McKay	I seriously think that the new terminal needs to be reconsidered. We know if you build it they will come, and we know more planes means more pollution, so clearly this is something that we all would like to see made smaller. It really needs to be scaled down smaller.	The Proposed Action is for a 14-gate replacement passenger terminal building.
205	George Mooradian	I know there are some safety issues, perhaps with a runway being more and more of an incline, but if this remodel of the terminal happens – which they say it has to because it didn't meet code – that it somehow has to work the runways in to comply with the different and more industrial takeoff and landing. I think that has to be done.	The Proposed Action does not include any runway improvements or change to runway use.
206	George Mooradian	I understand the runways aren't increasing, they are just putting an access, and so for	Comment noted.

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		me to be leveling a runway to make the airplanes again from different, there has to be a way. I really, strongly urge the FAA and the City of Burbank to do this.	
207	Jennifer Parker	I don't think anybody should be approving to do this with the runway or that with the terminal until we can talk about the underlying flight pattern.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
208	Laverne Thomas	I'm concerned about how the airport is going to grow out. It's going to become an international airport. It's going to be a – what do you call it? From LAX? Whatever they call it. "Hey go over to Burbank from LAX," and a lot of different things.	The Proposed Action is for a 14-gate replacement passenger terminal building.

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		PUBLIC INVOLVEMENT	
209	Lisa Cahan Davis	They need more public notice. They alerted people in December during the holidays, and here we are now. Their communications should be far beyond just a Burbank footprint. You have the Hills, you have the whole San Fernando that's being impacted.	The FAA has followed all required protocols for involving the public in the scoping process for the Draft EIS. Additional opportunities for input will be provided through public notices using traditional media and online when the Draft EIS is published. Every party who submitted scoping comments will receive notice of future public involvement efforts including public comment period(s), and public hearing(s).
210	Lisa Cahan Davis	Why is it a 30-day Scoping period? Are you having another meeting? You should have one in different parts of the valley. There should have been one in Studio City, Cahuenga Pass, Sherman Oaks, Valley Village.	A 30-day period is the minimum required time period for scoping as specified in Paragraph 2-5.3 of FAA Order 1050.1F, <i>Environmental Impacts: Policies and Procedures</i> . Further, a 30-day period is consistent with the Administrative Procedures Act of 1946 (Public Law 79-404). The FAA has followed all required protocols for involving the public in the scoping process for the Draft EIS. Additional opportunities for input will be provided through public notices using traditional

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			media and online when the Draft EIS is published. Every party who submitted scoping comments will receive notice of future public involvement efforts including public comment period(s), and public hearing(s).
211	Lisa Cahan Davis	The communication should be lifted faster and higher to the voices of your elected officials for them to get the word out as well.	Comment noted.
212	Lisa Cahan Davis	And when it comes time for the draft EIS, I expect as many community outreach efforts, including media, social media, and put money behind it regarding advertising.	The FAA will continue to follow all required protocols for involving the public in the Draft EIS process. Additional opportunities for input will be provided through public notices using traditional media and online when the Draft EIS is published. Every party who submitted scoping comments will receive notice of future public involvement efforts including public comment period(s), and public hearing(s).
213	N. DeWolff	This evening's meeting was sadly misrepresented and has made more schisms in the community. Approximately, because 50 percent of the attendees incorrectly thought today's meeting was about flight paths. Another large constituency thought	The scope of the proposed replacement passenger terminal building was announced in the FAA's Notice of Intent to prepare the EIS. That notice appeared in the December 18, 2018 issue of the

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		this would be an opportunity to get answers from various authorities. So the communication was in fact misrepresented in that it would be very easy to say tonight is about us getting your input. This is not an opportunity to get answers from us. You would have had half of the attendees and a much better cooperation and a much better complaint base. I urge the various authorities think about that before the next meeting, to properly communicate what the intent of the meeting and what the hopeful outcomes from the parties are.	Federal Register (https://www.govinfo.gov/content/pkg/FR-2018-12-18/pdf/2018-27373.pdf). A copy of the Notice of Intent will be included in Chapter 5 of the Draft EIS. Additionally, the FAA announced the scope in various local newspapers. The FAA has followed all required protocols for involving the public in the scoping process for the Draft EIS. Additional opportunities for input will be provided through public notices using traditional media and online when the Draft EIS is published. Every party who submitted scoping comments will receive notice of future public involvement efforts including public comment period(s), and public hearing(s).
214	N. DeWolff	Of the representatives that are here, I was consistently redirected to various different representatives. None of whom had answers to very simple questions such as: Where are the points of entry and exit to the Airport? What were the traffic flow plans? The people who were supposed to be the	The purpose of a scoping meeting is to determine the range of topics to be evaluated in the Draft EIS. This is the beginning of the Federal environmental process and thus, specific information such as traffic flow impacts are not yet available for the EIS. Similar information

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		experts admitted they had no answers, thus this was not for answers, but for input.	prepared under the California Environmental Quality Act is available for public review. The FAA has followed all required protocols for involving the public in the scoping process for the Draft EIS. Additional opportunities for input will be provided through public notices using traditional media and online when the Draft EIS is published. Every party who submitted scoping comments will receive notice of future public involvement efforts including public comment period(s), and public hearing(s).
215	Sandra Levin	I'm very upset. I have attended all the meetings and each time to no satisfaction.	Comment noted.
216	Sandra Levin	We keep having these meetings. It goes in circles. Nothing happens.	Comment noted.
217	Jennifer Parker	So before anything expands or gets better or whatever I just feel that somebody needs to get community buy in for the how these plans are going to come in, takeoff, and understand that and look at the terminal.	Comment noted.
218	Yoli Poropat	Everybody thought this was going to be an open forum tonight not just a dog and pony show for the airport. People are really	The FAA has followed all required protocols for involving the public in the scoping process for the Draft EIS. Additional opportunities for

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		annoyed. This is not the way it was advertised.	input will be provided through public notices using traditional media and online when the Draft EIS is published. Every party who submitted scoping comments will receive notice of future public involvement efforts including public comment period(s), and public hearing(s).
219	Laverne Thomas	I want to know why we had this meeting today at the same time that we're having our council meeting; all right? It has been published, they should know what it is and we shouldn't have a meeting like that.	Comment noted. The notice for the scoping meeting was published 30 days in advance of the scoping meeting.
220	Laverne Thomas	I was prepared to sit and listen and then if I had an opportunity to ask questions from what I heard. I don't like dog and pony shows like this.	During the public scoping meeting both FAA employees and the consultant addressed numerous questions from the public. There was also a location for anyone to write comments or record comments from the public. The FAA has followed all required protocols for involving the public in the scoping process for the Draft EIS. Additional opportunities for input will be provided through public notices using traditional media and online when the Draft EIS is published. Every party who

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			submitted scoping comments will receive notice of future public involvement efforts including public comment period(s), and public hearing(s).
221	Laverne Thomas	"While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so." That's baloney. If you say – I can write to any bank I can write to anybody to withhold information okay? That's baloney. That's a farce, okay?	Comment noted.
222	Laverne Thomas	I don't like the format of meetings like this. I expected to walk into a room and have all the chairs down, sit, and listen to somebody. This reminds me of that stupid, brown train going up north, okay?	Comment noted. The FAA has followed all required protocols for involving the public in the scoping process for the Draft EIS. Additional opportunities for input will be provided through public notices using traditional media and online when the Draft EIS is published. Every party who submitted scoping comments will receive notice of future public involvement efforts including public comment period(s), and public hearing(s).
		PURPOSE AND NEED (INCLUDES FORECASTS)	

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223	Becky Arntzen	The new terminal is going to be able to accommodate more people, so it will be much more attractive to the airlines as they ramp up the number of flights they can do, so combine the capacities and the increased flights taking off, and we're going to be even more negatively impacted.	A discussion about the relationship between enplanements and a passenger terminal building is included in Chapter 1 of the Draft EIS. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
224	Ellen Byron	Any increase or enlargement of this is airport is going to encourage *more flights*. I'm tired of the airlines getting preference over residents.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
225	Lisa Cahan Davis	I would like to find out for the terminal that they were proposing based on the development and the logistics, what is the maximum capacities of additional airplanes that they can bring to life? My concern is this is a logistics plan to allow maximum capacities for flights in and out, and it is disguised, or presented, as an FAA fix to being compliant.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. The proposed replacement passenger terminal building would have the same number of gates as the existing passenger terminal building. The Terminal Area Forecast (TAF) is the official FAA forecast of aviation activity for U.S. airports. The TAF contains historical and forecast data for enplanements, airport

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			<p>operations, Terminal Radar Approach Control (TRACON) operations, and based aircraft. The TAF assumes a demand driven forecast for aviation services based upon local and national economic conditions as well as conditions within the aviation industry. In other words, an airport's TAF forecast is developed independent of the ability of the airport and air traffic control system to furnish the capacity required to meet demand. The growth in enplanements at the Airport occurring under the existing and forecasted conditions is not affected by the potential for a replacement passenger terminal building. Additionally, the type of aircraft the proposed replacement terminal project is expected to accommodate will be disclosed in the Purpose and Need section in Chapter 1 of the Draft EIS.</p>
226	Lisa Cahan Davis	Which is the capacities for your cargo and the increase in flights related to FedEx and UPS, U.S. Postal Service, and others?	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations (including

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			cargo), timing of operations, or airspace.
227	Sandra Levin	So I'm wondering but I don't understand how an airport can increase the number of flights and not have done a study first before they just increased them, and I know it's about business and making money but someone needs to hear about the people and the names that live there.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace .
228	Roy Wiegand	We're very concerned about the potential capacities that the new, larger, more efficient terminal will be able to pump out many more planes per hour. We know it's the same amount of gates. Fourteen gates, which we have now, but the footprint will, upon demand, meet much greater capacities and be able to turn flights in and out a lot quicker.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
		SOCIOECONOMICS (INCLUDES SURFACE TRAFFIC), ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS	
229	Lester Bass	I will probably have to move. I've lived in my house 75 years. My kids grew up there, my family, and I think the problem is they have to help us.	Comment noted.
230	N. DeWolff	With respect to the terminal design, the authorities need to make very conscientious efforts to clarify what the impacts on	All potential project-related surface traffic impacts will be discussed in the Socioeconomics (including

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		traveling flow will be. Not just directly adjacent to the airport but also relating to how people move through the city of Burbank to access the 5, the 134, and the 101 freeways because those will be definitely impacted by the change of design of the airport terminal.	surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
231	N. DeWolff	How this new layout will positively impact the living and business infrastructure that's planned for the Golden State project that surrounds the airplane.	An analysis of impacts to surrounding businesses and residents associated with the Proposed Action will be discussed in the Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
232	Sandra Levin	There aren't any environmental studies that are being performed to research the effect of the increased air traffic on children and adults in this community.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. All potential project-related health impacts to children will be evaluated in the Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
233	Alison Martin	I'm a voiceover artist and my husband and I do our living by voiceover recordings, and we have a booth in our home, and the sound has increased so much and we can't work. And if this expansion happens, it's going to be detrimental to my work.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS.
234	Alison Martin	My children have reactive airway syndrome, and in the past six months they have had to increase their treatments for their lungs. And if this expansion happens, it's going to be detrimental to my kids' health.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. An analysis of children's health impacts associated with the Proposed Action will be evaluated in the Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
Written Comments from Public Received During 30-day Scoping Period			
		ALTERNATIVES	
235	Natalie Adomian	Unless you require alternative forms of fuel for planes there should be no expansion.	All alternatives that meet the purpose and need of the Proposed

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			Action will be analyzed in the Draft EIS.
236	Michelle Allen	Please find alternatives to this new terminal and do not make these proposed procedures permanent.	All alternatives that meet the purpose and need of the Proposed Action will be analyzed in the Draft EIS. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Alternatives to flight patterns would be included in that EA. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
237	Ratziel Bander; Donna Materna; Tom Materna; Eric Theiss	Viable alternatives have already been presented to the FAA in a comment letter by the City of Los Angeles, dated November 16, 2018, which the FAA has failed to consider thus far.	All alternatives that meet the purpose and need of the Proposed Action will be analyzed in the Draft EIS. The proposal regarding airspace departure procedures is an independent project subject to a

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			<p>separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Alternatives to flight patterns would be included in that EA. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.</p>
238	Ratziel Bander; Linda Branca; Roslyn Dahl; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss; John Van Tongeren	Reroute the flights east or southeast over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the air noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.	<p>The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public</p>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
239	Ratzel Bander; Linda Branca; Roslyn Dahl; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss; John Van Tongeren	Redesign by modifying and regrading the 15/33 Runway so it can be regularly used for northern takeoffs.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
240	Ratzel Bander; Linda Branca; Roslyn Dahl; Donna Materna; Tom	Redesign considering a dedicated Runway for Southwest Airlines, Burbank's largest carrier, to depart to the north.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Materna; Jeff Rohde; Eric Theiss; John Van Tongeren		project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/..
241	Ratzel Bander; Linda Branca; Roslyn Dahl; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss; John Van Tongeren	Redesign Runways and Departures to accommodate departures on other runways, in other directions to reduce southwestern departures.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
242	Ratziel Bander; Roslyn Dahl; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss; John Van Tongeren	Redesign Runways and "Wind" Arrival Procedures to provide alternatives to descending over mountainous terrain.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
243	Ratziel Bander; Donna Materna; Tom Materna; Jeff Rohde; Eric	Redesign runways to accommodate alternate procedures for some "less competent jets" that can't always complete their turns prior to the 101 freeway.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Theiss; John Van Tongeren		environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
244	Ratzel Bander; Roslyn Dahl; David Kimball; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss; John Van Tongeren	Restore the pre-NextGen historical 6-mile wide flight path, proven safe for decades.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
245	Ratzel Bander; Jeff Rohde; Eric Theiss; John Van Tongeren	Creating multiple tracks and alternate tracks in ALL directions. There is webtrak evidence of numerous successful northern departures by all jets, as well as eastern departures.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
246	Ratzel Bander; Roslyn Dahl; Donna Materna; Tom Materna; Jeff Rohde; Eric	Transfer or shift some of the General Aviation or Cargo operations to another existing public airport (or airports) in Southern California.	All alternatives that meet the purpose and need of the Proposed Action will be analyzed in the Draft EIS.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Theiss; John Van Tongeren		
247	Ratzel Bander; Linda Branca; Nicholas Stein; Susan McGuire; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss; John Van Tongeren	Retire all General Aviation operations. The Expanded Terminal will encourage more General Aviation including large jets that are not subject to BUR's voluntary curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.	See Topical Response <i>Alternatives, 1</i>
248	Ratzel Bander; Linda Branca; Nicholas Stein; Susan McGuire; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss; John Van Tongeren	Retire or reduce Cargo operations. The Expanded Terminal will encourage more cargo and heavier slow-to-gain-altitude jets that are not subject to curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.	See Topical Response <i>Alternatives, 2</i>
249	Ratzel Bander; Linda Branca; Roslyn Dahl; David Kimball; Nicholas Stein; Susan McGuire; Donna	Relocate the airport to a less populated area. The Expanded Terminal will have Metrolink connections to Antelope Valley and Ventura. These high-speed rail lines are two-way. A New Airport designed to meet all FAA standards could be located on the	See Topical Response <i>Alternatives, 3</i>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Materna; Tom Materna; Jeff Rohde; Eric Theiss	other end of either line in a less densely populated area.	
250	Alex Gary	All airplanes should depart out of the Burbank airport airfield in the northern direction where the density of civilians living on the ground is the smallest.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
251	Jim Houghton	Whatever happened to the Palmdale Airport? Instead of putting our hub out in the desert where it would bring good jobs to a depressed area, we continue to expand	The proposed Palmdale International Airport was a proposal by the City of Los Angeles. That proposal was evaluated in the early

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		capacity at airports smack in the middle of dense urban communities.	1980s and the City withdrew its proposal. Thus, the new airport was not built. Neither the Authority nor the FAA have the authority to require construction of the formerly proposed Palmdale International Airport. All alternatives that meet the purpose and need of the Proposed Action will be analyzed in the Draft EIS.
252	Kimberly Biddle	The FAA should consider alternatives that would adjust the arrival and departure routes used by aircraft accessing the proposed BUR replacement terminal. In particular, the FAA should consider route concentrating overflights above the US-101 corridor (i.e., north of the Santa Monica Mountains), where land uses and topography are most noise-compatible. Such routes are objectively reasonable, would help address noise impacts, and would not interfere with the Project's purpose and need.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
253	Kimberly Biddle	If the EIS fails to evaluate alternative arrival and departure routes, the FAA will not have a legally-defensible basis for reaching a Record of Decision.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
254	Kimberly Biddle	Consider northern departures; Routing departures over industrial and commercial land.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will

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			be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
255	Linda Clarke; David Kimball	Why not consider a much wider path as before, or multiple tracks and alternate tracks in all directions.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
256	Matt Labate	Enact time-of-day restrictions; Changes to departure and/or arrival routes; Changes that would keep departures over the Highway 101 corridor; Procedures allowing different take-off and landing configurations under certain meteorological circumstances; Restoring pre-Metroplex routes.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
257	Matt Labate	We understand that some alternative may be outside the sole jurisdiction of the FAA. But that fact does not preclude their consideration in the EIS. On the contrary, NEPA requires the FAA to fully consider alternatives that may require planning and approval by other agencies.	All alternatives that meet the purpose and need of the Proposed Action will be analyzed in the Draft EIS.
258	Helene Shoval	It is my understanding that airplanes both take off and land into the wind, and flights are currently only landing towards the east,	The Authority is not proposing to develop a new runway at the Airport. Further, the Authority does

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		when they could, in fact, take off in the same direction, towards/over the cities of Burbank, Glendale, and Pasadena. Therefore, this would be a good opportunity to create two parallel runways, rather than having one go in a North-South direction, which is unnecessary. Saving money for the airlines should not trump the quality of life for local citizens who gain no benefit from this airport.	not have the real estate that would be necessary to accommodate parallel runways meeting FAA Airport Design Standards.
259	Leon Sturman	Having an airport in the middle of the city is ludicrous to begin with. Thousands of homes are in the flight path of takeoffs and landings. Instead of expansion Burbank airport should be winding down and closing their facilities. The "new" airport should be built in the areas north of the valley out of the way of housing. Expansion is dangerous ...increased air traffic would ultimately make living in the city/valley more difficult and unhealthy. Do not expand. Close the airport after a new one is built out of density populated areas.	All alternatives that meet the purpose and need of the Proposed Action will be analyzed in the Draft EIS.
		AIR QUALITY	
260	Natalie Adomian; Kathy Arnos; Rodolfo Artavia; Lucie	The quality of our lives and health needs to be considered. Toxic jet particulates and pollution from the planes are hazardous and causes health related issues.	See Topical Response <i>Air Quality, 1</i>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	and Chris Ayres; Craig B.; Robert Baer; Ratziel Bander; William Beauter; Dana Boyd; Joelle Birnberg; Alexander Braunstein; Linda Clarke; Sherri Elkaim; Philip Gerson; Doron Kauper; Kevin Keegan; Jessica Keegan; Julie Keegan; Olivia Keegan; Matt Labate; Helene Shoval; Eric Theiss; Rosemarie Thomas; Shant Thomasian; Selina Thomasian; Renee Weber		

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
261	Michael J Alti	The EIS must fully address and evaluate short-term and long-term air quality impacts, including, without limitation; Impacts from construction activities; Dust emissions; Toxic air contaminants; Objectionable odors; Cancer-causing materials.	An analysis of the potential changes in air pollutant emissions as result of the Proposed Action as compared to the No Action Alternative will be included in the Air Quality section in Chapter 4 of the Draft EIS.
262	Stephanie Baio	Our patio furniture needs cleaning daily. Our cars are always dirty causing us to clean them more frequently.	Comment noted.
263	Ratziel Bander	Air quality degradation will be increased, threatening the health of residents, students, and visitors. The greater the volume and frequency of jet overflights, the greater the pollution, and the greater the cumulative health risk.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. An analysis of the potential changes in air pollutant emissions as result of the Proposed Action as compared to the No Action Alternative will be included in the Air Quality section in Chapter 4 of the Draft EIS.
264	Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss	The new, more efficient Expanded Terminal will increase the already burdensome cumulative negative health effects from constant, low-flying jets over elevated terrain that degrade air quality and cause serious health problems. Health effects of jet pollution are severe. Jet fuel emissions are a toxic stew of benzene	An analysis of the potential changes in air pollutant emissions as result of the Proposed Action as compared to the No Action Alternative will be included in the Air Quality section in Chapter 4 of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		and hazardous chemicals. At or below 3,000 feet (mixing level), particulates fall to the ground rather than being absorbed in the atmosphere. Fine particulate emissions are dangerous and cause respiratory disease, heart disease and cancer. Children and the elderly are "sensitive receptors" and are most susceptible. Air quality degradation will be increased, threatening the health of residents, students, and visitors. The greater the volume and frequency of jet overflights, the greater the pollution, and the greater the cumulative health risk.	
265	Dr. Dennis Saffro	Besides increased noise pollution, will the proposed plans at Burbank Airport affect the air environment of our communities? Will the particulate matter increase to levels hazardous to the health of any and all animals including humans?!!!!!!! Also, will plant life be affected? Will cancer and lung disease risk be increased?!!! Comprehensive long-term studies need to be done before any changes occur.	An analysis of the potential changes in air pollutant emissions as result of the Proposed Action as compared to the No Action Alternative will be included in the Air Quality section in Chapter 4 of the Draft EIS.
		BIOLOGICAL RESOURCES	
266	Kathy Arnos; Rodolfo Artavia; Lucie and Chris	The expansion of the airport will have an environmental impact on wildlife and animals over the Santa Monica mountain range.	An analysis of potential impacts to biological resources as a result of the Proposed Action as compared to the No Action Alternative will be

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Ayres; Ratziel Bander; Linda Clarke; Diane Hart; Doron Kauper		included in the Biological Resources section in Chapter 4 of the Draft EIS.
		CUMULATIVE IMPACTS	
267	Ratziel Bander; Roslyn Dahl; Donna Materna; Tom Materna; Andrea Sher; John Van Tongeren	Through cumulative actions taken by FAA/BUR, our communities and protected parklands have been fundamentally degraded - severely reducing quality of life by massively increasing noise and pollution.	A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.
268	Ratziel Bander; Donna Materna; Tom Materna; Eric Theiss	The Expanded Terminal has a cumulative, compounding effect on FAA prior actions (the current flight path and proposed procedures) that have been demonstrated to be "highly controversial on environmental grounds" under NEPA Rule 1050 1F 5-2 (10).	A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
269	Ratzel Bander; Donna Materna; Tom Materna; John Van Tongeren; Eric Theiss	The proposed Expanded Terminal will add significantly to the numerous cumulative negative impacts we are already experiencing under the disastrous 2017 change in flight path that occurred without notice or environmental study, resulting in more than 260 overflights per day.	A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.
270	Ratzel Bander; Linda Branca; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss	The impact the proposed Expanded Terminal will have must be considered along with all other cumulative impacts.	See Topical Response <i>Cumulative</i> , 1

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
271	Ratzel Bander; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; David Kimball; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss	Santa Monica Airport (SMO) shortened its runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the Affected Areas.	See Topical Response <i>Cumulative</i> , 2
272	Ratzel Bander; Kevin Keegan; Jessica Keegan; Julie Keegan; Olivia Keegan; David Kimball; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss	SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the Affected Areas.	See Topical Response <i>Cumulative</i> , 3
273	Kimberly Biddle; Matt Labate	NEPA requires federal agencies to account for all reasonably foreseeable direct, indirect, and cumulative impacts of a proposed project. Here, the impact analysis must account for the reasonably foreseeable possibility that the replacement terminal - with its expanded amenities and increased	A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		efficiency - will result in increased departures and arrivals at Hollywood Burbank Airport (BUR) even if the number of terminal gates remains constant. Indeed, an August 2015 Technical Memorandum by AECOM entitled "Analysis of Airport Capacity Constraints" indicates that the maximum capacity of Hollywood Burbank Airport is nearly 12 MAP, far greater than current operations.	
274	Kimberly Biddle	NEPA's implementing regulations provide that cumulative and connected actions should be considered in the same EIS. 40 C.F.R. §1508.8. The FAA is currently undertaking simultaneous NEPA reviews of (1) departure routes from BUR and (2) BUR terminal and airfield improvements. These are precisely the kinds of actions that should be considered together, in a comprehensive EIS.	A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.
275	Kimberly Biddle; Kevin Keegan; Jessica Keegan; Julie Keegan; Olivia Keegan; Matt Labate	NEPA requires federal agencies to address the cumulative impacts of their proposed projects together with other past, present, and reasonably foreseeable future actions. Here, the impacts of the terminal replacement project must be considered cumulatively with at least the following: The Metroplex project; Changes to, and eventual closure of, Santa Monica Municipal	A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		Airport (SMO), including relocation of some SMO operations to other area facilities; Changes in operations and routes at Van Nuys Airport (VNY); Proposed open SIDs for OROSZ 3 and SLAPP 2 at BUR.	
276	Linda Clarke	Van Nuys Airport traffic volume has significantly increased (and continues to increase) due to changes at Santa Monica Airport which include shortening a runway and news of that airport's (documented) impending closure. Both circumstances have caused relocation of, and a notable increase in jet operations at Van Nuys. The projected increase in both Burbank and Van Nuys operations will continue to increase and sustain adverse (cumulative) impacts already being experienced in multiple affected Santa Monica Mountain area communities.	Comment noted.
277	Roslyn Dahl	As Santa Monica airport shuts down, those flights will simply be migrated to BUR or VNY. Residents of Santa Monica can enjoy some peace and quiet, but we cannot.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			section in Chapter 4 of the Draft EIS.
278	Sherri Elkaim	The impact the proposed Expanded Terminal will have must be considered along with all other cumulative impacts.	A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.
279	Kevin Keegan; Jessica Keegan; Julie Keegan; Olivia Keegan; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss	Proposed Expanded Terminal process must be halted until all cumulative actions taken by FAA/BUR that have already severely impacted Affected Areas are mitigated and alternatives are found.	A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.
280	David Kimball; John Van Tongeren	The expansion of airside facilities such as the construction of a new 413,000 square foot aircraft ramp and the extension of Taxiway A and C will allow for improved operation efficiency and larger aircraft, thereby increasing cumulative impacts on the affected areas.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.

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281	David Kimball	The expansion must not be considered in a vacuum. It must be considered along with all other cumulative impacts such as: The current, unauthorized procedures; Proposed procedures; Nearby flight paths from Van Nuys Airport and other SoCal Metroplex Airports.	A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.
282	David Kimball; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss	Van Nuys Airport (VNY) has increased the number of departures by 35% since 2016 and has moved their path HARYS TWO south and east (with institution of waypoint PRRRY) to traverse the same portion of the Santa Monica Mountains that BUR currently impacts by vector and that the proposed procedures SLAPP TWO and OROSZ THREE will continue to impact.	A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.
283	Paul Krekorian; Mark McLoughlin	The Authority requests FAA consideration of the High-Speed Rail Project and the proposed Burbank Airport Station as a future condition during the planning and environmental processes for the Replacement Terminal Project at Hollywood Burbank Airport.	A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.
284	Paul Krekorian; Jeff Rohde; Eric Theiss	To ensure that all significant issues are identified, this process must guarantee that all cumulative impacts of the proposed terminal relocation are thoroughly considered and reviewed.	A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
285	Donna Materna; Tom Materna; Jeanne McConnell; Jeff Rohde; Eric Theiss	<p>Previous cumulative actions taken by FAA/BUR that must be considered in combination with the proposed Expanded Terminal include, but are not limited to: The current, unauthorized departure procedures implemented in 2017 at same time as Metroplex; Proposed departure procedures OROSZ THREE AND SLAPP TWO; Skyrocketing passenger and operations growth at both BUR and Van Nuys Airport (VNY); Changes in flight path at nearby VNY; Impending closure of Santa Monica Airport that has created increased operations at BUR and VNY; Increase in helicopter traffic that must fly below the jets from both BUR and VNY, creating a stacking effect.</p> <p>All of the above actions currently contribute to, and will continue to contribute to, increased cumulative impacts on residents, students, local business, film industry, and parklands that are under the narrow, focused flight path.</p>	<p>The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.</p> <p>A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.</p>
286	Donna Materna; Tom Materna	The new, more efficient Expanded Terminal must not move forward until the FAA abides by this statutory law and finds alternatives to the cumulative actions already taken by FAA/BUR.	A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
287	Manjeet Ranu	<p>The Metro Orange Line Bus Rapid Transit (BRT) Improvement Project is currently preparing designs for \$320 million in upgrades to the existing line that operates between the North Hollywood Metro Red Line Station and the West San Fernando Valley (www.metro.net/projects/orangeline/). A planning/environmental study is also underway to extend BRT service eastward from the North Hollywood Red Line Station to potentially connect to the Burbank Media District, Downtown Burbank, Downtown Glendale and Downtown Pasadena (www.metro.net/projects/noho-pasadena/corridor). Metro recommends that airport traffic and circulation studies include connectivity options to these existing and planned projects to better facilitate transit access to the airport. For further information on these projects, please contact Cory Zelmer, at 213-922-1079 or zelmerc@metro.net.</p>	<p>A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.</p>
288	John Van Tongeren	<p>The damaging and unreasonable cumulative impacts resulting from BUR/FAA action, as evidenced by widespread public controversy, must be addressed and resolved. Meanwhile, all plans for the proposed Expanded Terminal must immediately cease.</p>	<p>A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.</p>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f)	
289	Heidi Abra; Rodolfo Artavia; Lucie and Chris Ayres; Robert Baer; Steven Baio; Eden Banas; Ratziel Bander; William Beauter; Darin Birchler; Dana Boyd; Troy Carter; Lynn Crosswaite; Daniel DeVincentis; William DeWitt III; Kevin Doty; Rachel Feser; Michele Florman; Steve Florman; Alex Gary; Lisa Goldberg; Jon Gordon; Susan	The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!	<p>The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.</p> <p>Any impacts to land uses protected under Section 4(f) of the Department of Transportation Act, such as parks and wildlife refuges, will be evaluated in the Department of Transportation Section 4(f)</p>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Graber; Debra and Craig Harwin; Samantha and Colin Hanks; Jonathan Hanna; Melissa Hanson; Richard Hull; Alex Intelligator; Seth Joel; Francie Kaplan; Linda Chaman Katiraei; Kathy Kelada; Oliver Latsch; Deirdre Lenihan; Gary Lewis; J.D. Lobue; Louis Milito; Paula Latsch; Maria London; Deborah Lorenz; Phillis Lovit; Heidi MacKay; Donna Maternal; Tom Materna; Eric		section in Chapter 4 of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	McConnell; Jennifer Messer; Henry Milgrom; Ray Neapolitan; Mark Ormandy; Leslie Poliak; Charles Reed; Catherine Reisinger; Jeff Rohde; Brent Schenk; Monique Schenk; Catherine Schick; Laura Scuticchio; Ron Shulem; Annette; Dennis Skinner; Jay Sonbolian; Jennifer Sunderland; Julie Sweeney; Geraldine Symon; Kristen Tarnol; Talin Tenley; Melissa		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Thompson; Leah Tighe; Rachel Tobias; Cindy Ware; Renee Weber; Kenneth Weatherwax		
290	Heidi 2022222; Rodolfo Artavia; Robert Baer; Steven Baio; Eden Banas; Ratzel Bander; William Beauter; Dana Boyd; Troy Carter; Daniel Cohen; Lynn Crosswaite; Daniel DeVincentis; William DeWitt III; Rachel Feser; Michele Florman; Steve Florman; Masami Fukuhara; Alex	Burbank Airport aims to destroy precious resources such as the Santa Monica Mountains Recreation Area.	Comment noted.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Gary; Lisa Goldberg; Jon Gordon; Susan Graber; Samantha and Colin Hanks; Jonathan Hanna; Melissa Hanson; Debra and Craig Harwin; Richard Hull; Alex Intelligator; Seth Joel; Francie Kaplan; Linda Chaman Katiraei; Matt Labate; Louis Millito; Kathy Kelada; Oliver Latsch; Paula Latsch; Maria London; Deborah Lorenz; Phillis Lovit; Heidi MacKay; Eric McConnell;		

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Donna Maternal; Tom Materna; Jennifer Messer; Henry Milgrom; Ray Neapolitan; Mark Ormandy; Leslie Poliak; Charles Reed; Catherine Reisinger; Brent Schenk; Monique Schenk; Catherine Schick; Laura Scutticchio; Ron Shulem; Annette Skinner; Dennis Skinner; Jay Sonbolian; Jennifer Sunderland; Julie Sweeney; Geraldine Symon; Kristen		

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Tarnol; Talin Tenley; Melissa Thompson; Leah Tighe; Rachel Tobias; Cindy Ware; Kenneth Weatherwax; Renee Weber; Guido Zwicker		
291	Ratzel Bander; Doron Kauper; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; David Kimball; Donna Materna; Tom Materna; Eric Robinson; Jeff Rohde; Eric Theiss	It will increase fire risk in an area where ingress and egress by emergency vehicles is severely limited.	See Topical Response <i>Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks, 6</i>
292	Ratzel Bander; Linda Branca; Jeff Rohde; Eric Theiss	The FAA is required to look at all other alternatives to avoid overflying 4(f) protected parkland and has failed to do so.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			<p>environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.</p> <p>Any impacts to land uses protected under Section 4(f) of the Department of Transportation Act, such as parks and wildlife refuges, will be evaluated in the Department of Transportation Section 4(f) section in Chapter 4 of the Draft EIS.</p>
293	Ratzel Bander; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; David Kimball; Donna Materna; Tom	The Expanded Terminal will further degrade our public parklands - our quiet refuge from noisy city life.	See Topical Response <i>DOT Section 4(f), 3</i>

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Materna; Jeff Rohde; Eric Theiss		
294	Ratzel Bander; Linda Branca; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss; John Van Tongeren	FAA must address and consider request from BUR to use Section 175 of the FAA Reauthorization Act to create dispersed lateral tracks away from the 4(f) protected Santa Monica Mountains. Use of Section 175 has the support of the City of Los Angeles through its Resolution dated 2/5/19.	See Topical Response <i>DOT Section 4(f)</i> , 4
295	Linda Clarke	Wildlife, vegetation, and protected parkland are repeatedly being exposed to and impacted by the extent of noise and toxic emissions from such a high volume of low flying jet aircraft constantly crisscrossing the same noise-sensitive / environmentally sensitive areas. Increased flight activity will only further aggravate the cumulative noise and emission impact to already adversely impacted areas.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ . Any impacts to land uses protected under Section 4(f) of the Department of Transportation Act, such as parks and wildlife refuges, will be evaluated in the Department of Transportation Section 4(f) section in Chapter 4 of the Draft EIS.
296	Lorraine Johnson	Why would they make the decision to change the flight pattern to fly over protected land and parks that people from all over the City use for solace and recreation?	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. Any impacts to land uses protected under Section 4(f) of the Department of Transportation Act, such as parks and wildlife refuges, will be evaluated in the Department of Transportation Section 4(f) section in Chapter 4 of the Draft EIS.
297	Jeanne McConnell	Substantial impairment of the parks and protected open spaces in the San Fernando Valley. Los Angeles and the San Fernando	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix,

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		Valley are park poor and this further exacerbates those issues.	number of operations, timing of operations, or airspace. Any impacts to land uses protected under Section 4(f) of the Department of Transportation Act, such as parks and wildlife refuges, will be evaluated in the Department of Transportation Section 4(f) section in Chapter 4 of the Draft EIS.
298	Eric Robinson; Shant Thomasian; Selina Thomasian	The tranquility of the Fryman Canyon hiking trails in Wilacre Park has been destroyed by jets constantly screaming over this treasured open space preserve. These flight paths are ruining one of the most important resources of our community.	The Proposed Action will not increase the number or change the type of aircraft operating at the Airport, nor does it propose to change any airspace procedures. Any impacts to land uses protected under Section 4(f) of the Department of Transportation Act, such as parks and wildlife refuges, will be evaluated in the Department of Transportation Section 4(f) section in Chapter 4 of the Draft EIS.
		FLIGHT PATHS	
299	Heidi Abra; Lucie and Chris Ayres; Robert Baer; Steven Baio; Eden	The flight paths have seriously disrupted my life and my work.	Comment notes. See Topical Response <i>Flight Paths, 1</i> .

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Banas; Ratziel Bander; William Beauter; Darin Birchler; Linda Clarke; Daniel Cohen; Daniel DeVincentis; Max Eisenberg; Sherri Elkaim; Ayelet Feig; Michael Fields; Michele Florman; Steve Florman; Alex Gary; Philip Gerson; Jon Gordon; Judy Gordon; Lisa Goldberg; Susan Graber; Samantha and Colin Hanks; Jonathan Hanna; Melissa Hanson; Debra and Craig Harwin; Vicky Herman;		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Richard Hull; Alex Intelligator; Seth Joel; Lorraine Johnson; Francie Kaplan; Linda Chaman Katiraei; Kathy Kelada; Oliver Latsch; Paula Latsch; Maria London; Deborah Lorenz; Phillis Lovit; Roy Lyons; Heidi MacKay; Donna Materna; Tom Materna; Eric McConnell; Jeanne McConnell; Jennifer Messer; Henry Milgrom; Ray Neapolitan; Mark Ormandy; Leslie Poliak;		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Charles Reed; Catherine Reisinger; Eric Robinson; Brent Schenk; Monique Schenk; Catherine Schick; Laura Scutticchio; Ron Shulem; Annette Skinner; Dennis Skinner; Jay Sonbolian; Jennifer Sunderland; Julie Sweeney; Geraldine Symon; Kristen Tarnol; Talin Tenley; Rosemarie Thomas; Melissa Thompson; Leah Tighe; Rachel Tobias;		

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	John Van Tongeren; Cindy Ware; Kenneth Weatherwax; Renee Weber		
300	Heidi Abra, Michelle Allen, Rodolfo Artavia; Lucie and Chris Ayres; Craig B., Robert Baer; Stephanie Baio; Steven Baio; Eden Banas; Ratzel Bander; William Beauter; Darin Birchler; Dana Boyd; Linda Branca; Patty Burnsle; Troy Carter; Lynn Crosswaite; Daniel DeVincentis; William DeWitt III; Kevin	The FAA must move the recently changed flight paths before proceeding with the replacement terminal!	See Topical Response <i>Flight Paths</i> , 1.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Doty; Sherri Elkaim; Ayelet Feig; Rachel Feser; Michele Florman; Steve Florman; Andrea Francola; Masami Fukuhara; Alex Gary; Philip Gerson; J.P. Geuens; Lisa Goldberg; Jon Gordon; Susan Graber; Samantha and Colin Hanks; Jonathan Hanna; Melissa Hanson; Shelby Huston Haro; Diane Hart; Debra and Craig Harwin; James Higgins; Richard Hull; Alex Intelligator;		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Seth Joel; Josh Justman; Francie Kaplan; Linda Chaman Katiraei; Doron Kauper; Rose Kauper; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Kathy Kelada; Oliver Latsch; Paula Latsch; Deirdre Lenihan; Gary Lewis; J.D. Lobue; Janet Loeb; Maria London; Deborah Lorenz; Phillis Lovit; Roy Lyons; Heidi MacKay; Donna Materna; Tom Materna; Eric McConnell; Jennifer Messer; Henry		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Milgrom; Louis Milito; Ray Neapolitan; Mark Ormandy; Renee Palyo; Del Persinger; Leslie Poliak; Charles Reed; Catherine Reisinger; Laurie Rittenberg; Larry Rybacki; Brent Schenk; Monique Schenk; Catherine Schick; Laura Scutticchio; Helene Shoval; Ron Shulem; Annette Skinner; Dennis Skinner; Jay Sonbolian; Jennifer Sunderland; Julie Sweeney;		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Geraldine Symon; Kristen Tarnol; Talin Tenley; Eric Theiss; Rosemarie Thomas; Selina Thomasian; Shant Thomasian; Melissa Thompson; Leah Tighe; Rachel Tobias; Cindy Ware; Renee Weber; John Van Tongeren; Kenneth Weatherwax; Matthew Yedlin; Guido Zwicker		
301	Natalie Adomian; Kathy Arnos; Robert Baer; Stephanie Baio; Steven Baio;	This increase in flights and change in flight pattern have affected me or my family's health.	See Topical Response <i>Flight Paths</i> , 1.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Charles Boyd; Daniel DeVincentis; Andrea Francola; Lorraine Johnson; Josh Justman; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; J.D. Lobue; Larry Rybacki; Barbara Shore		
302	Karen Aheam	The new departure routes were recklessly implemented without a full environmental assessment.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
303	Karen Aheam	Burbank Airport should actively assess the numerous adverse impacts of the new routes and take corrective actions.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
304	Andros	Everyone's worst nightmare is a collision over this densely populated area. With the introduction of drones, this possibility has increased even though flying them near an	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix,

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		airport is illegal...What sort of security will be installed to safe guard the airport skies?	number of operations, timing of operations, or airspace.
305	Robert Baer; Steven Baio; Eden Banas; Ratziel Bander; William Beauter; Darin Birchler; Charles Boyd; Dana Boyd; Patty Burnsle; Troy Carter; Lynn Crosswaite; Daniel DeVincentis; William DeWitt III; Kevin Doty; Sherri Elkaim; Ayelet Feig; Rachel Feser; Michael Fields; Michele Florman; Steve Florman; Masami Fukuhara; Alex Gary; Philip	I am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study.	See Topical Response <i>Flight Paths</i> , 1.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Gerson; Lisa Goldberg; Jon Gordon; Susan Graber; Samantha and Colin Hanks; Jonathan Hanna; Melissa Hanson; Shelby Huston Haro; Debra and Craig Harwin; James Higgins, Richard Hull; Alex Intelligator; Seth Joel; Francie Kaplan; Linda Chaman Katiraei; Doron Kauper; Rosemarie Thomas- Kauper; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Kathy Kelada; David		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Kimball; Matt Labate; Diane Laney; Oliver Latsch; Paula Latsch; Deirdre Lenihan; Gary Lewis; J.D. Lobue; Maria London; Deborah Lorenz; Phillis Lovit; Heidi MacKay; Donna Materna; Tom Materna; Eric McConnell; Jennifer Messer; Henry Milgrom; Ray Neapolitan; Mark Ormandy; Leslie Poliak; Charles Reed; Catherine Reisinger; Jeff Rohde; Brent Schenk; Monique Schenk;		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Catherine Schick; Laura Scutticchio; Helene Shoval; Ron Shulem; Annette Skinner; Dennis Skinner; Jay Sonbolian; Jennifer Sunderland; Julie Sweeney; Kristen Tarnol; Talin Tenley; Eric Theiss; Rosemarie Thomas; Melissa Thompson; Leah Tighe; Rachel Tobias; Cindy Ware; Kenneth Weatherwax; Renee Weber; Matthew Yedlin; Guido Zwicker		

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
306	Robert Baer	Share the burden with other valley residents. We don't need a superhighway over our heads. I am sure the planes can take off and turn in a more scattered manner.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
307	Stephanie Baio	The NEXTGEN program of focused flights paths is not working for anyone.	Comment noted.
308	Stephanie Baio; Ratzel Bander; Eric Robinson; Kenneth Weatherwax	Why divert flights over a mountain range that is subject to massive wildfires without adequate roadways for emergency vehicles. Eventually one of your low flying jets will crash into our mountains and burn most of Los Angeles to the ground.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
309	Kimberly Biddle	The EIS must also evaluate "means to mitigate adverse environmental impacts." For this reason too, the FAA must thoroughly and objectively consider adjustments to BUR arrival and departure routes. In addition, the EIS should include mitigation measures that would limit the number and timing of future arrivals and departures at BUR.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			https://www.faa.gov/air_traffic/community_involvement/bur/ .
310	Linda Clarke	Since the implementation of FAA NextGen flight path departure changes, jets departing Burbank (proceeding westward) and Van Nuys (going eastward) have effectively been criss-crossing each other over multiple Santa Monica Mountain/ Mulholland corridor communities (flats and rising hillsides) south of the 101 freeway-- effectively compounding dramatic, intrusive noise conditions created by FAA NextGen flight path departure procedure changes at both airports. Now we experience dual overlapping flight patterns-with a high volume of jets from both Burbank and Van Nuys routed in concentrated overlapping paths over homes, schools, and parkland of Studio City, Sherman Oaks, Encino, and Bel Air. This has resulted in an extremely congested airspace – with loud, low flying ascending jets flying across the same air space, deep into topography which has never before (prior to FAA NextGen implementation) experienced this kind of intensity and frequency of jet traffic.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
311	Linda Clarke; Roslyn Dahl	Returning to previous safe departure procedures which include, for example the wider 6 mile dispersal path and steeper	The Proposed Action does not involve changes to any airspace procedures. The proposal

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		ascent, and/or considering alternate departure path directions (to re-direct/ shift and disperse jet traffic) would help alleviate the severe noise disturbance and toxic emissions exposure we are (insensitively and inappropriately) being forced to endure.	regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
312	Daniel Cohen	The FAA must eliminate the waypoints or move them north over the natural "noise corridor" of the 101 freeway.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
313	Roslyn Dahl	Too many airport officials and the FAA continue to communicate there is no significant change to the environment or quality of life for residents under the FAA NEXGEN/METROPLEX Airport Efficiency Program changes rolled out at Burbank and Van Nuys Airport ... including, but not limited to SLAPP TWO, OROSZ THREE, HARYS TWO, and PPRRY flight paths.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
314	Roslyn Dahl	We cannot assume Pilots will always follow the "rules". Pilots come in all forms, just like airplanes. Accidents don't need to include a commercial jetliner, it can just be	Comment noted.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		the kamikaze or reckless pilot of a small plane. Since NexGen was introduced I have twice witnessed and complained to airport authorities about a private airplane (I believe the same one) that circled our residence and street multiple times, at high speed through a small valley and mountain peak, at lower than 1500ft altitude. This endangers all of our lives. Hillsides are playgrounds for some; adventurous and dangerous. Flat lands are boring, but safer for those living under flight paths.	
315	Julia Doty	The FAA has not addressed our concerns thus far of the airplanes going over the exact same area over and over with the extremely narrow flight paths that they imposed.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			https://www.faa.gov/air_traffic/community_involvement/bur/ .
316	Alex Gary	When I called the Burbank Airport Toll-Free 24-Hour Noise Complaint Hotline in early 2017 they informed me that no changes in flight patterns happened. However, I come to find out that I was lied to and there was indeed a change in flight patterns . It's amazing that I could be so bluntly lied to by a federal agency.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
317	Jon Gordon	I am in opposition to NEXTGEN and the routing of aircraft over the same exact location, day after day, endlessly.	Comment noted.
318	Jon Gordon	I request in the most strong terms, that something be done regarding NEXTGEN. Either aircraft should take off to the north, or if they must depart to the south, even when planes are headed north or east, the	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		departure paths must be varied. The departure paths must be dispersed so that more of the area is served by the airport bears the burden of these over flights.	project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
319	R Greene; Stephanie Michels	The flight paths that are currently over our neighborhoods and schools are not acceptable.	Comment noted.
320	Shelby Huston Haro	Why did the wide departure and arrival pattern change? Why are you flying lower and louder and concentrated over canyons that echo? The old pattern of departure and arrivals were working for the 20 years I have lived and paid property taxes in Studio City. Why divert flights over a mountain range that is subject to massive wildfires without adequate roadways for emergency vehicles.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
321	Vicky Herman	Flights are so low and so frequent that the house actually shakes.	Comment noted.
322	Matt Labate	It is incumbent upon Burbank Airport to actively assess the numerous adverse impacts of SLAPP TWO and OROSZ THREE and take corrective actions. Only after these corrective actions are implemented can members of the public make an informed assessment of the impact of Burbank Airport's proposed expansion. Until that time, Burbank Airport's growth must be checked, otherwise the damage to our communities will only multiply.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
323	Benjamin Marsh	The FAA arbitrarily and capriciously consolidated virtually all air traffic out of Burbank Airport as a result of the recent implementation of two amendments to the departure routes out of its airport: SLAPP TWO and OROSZ THREE without conducting a full environmental impact study. The FAA's contention that these are historical flight paths and therefore will not burden Studio City residents is malarkey. Even if it is true that Burbank Airport is utilizing light paths that existed in the past, these flight paths were infrequently used and were traversed at much higher altitudes.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
324	Benjamin Marsh	It is incumbent upon Burbank Airport to actively assess the numerous adverse impacts of SLAPP TWO and OROSZ THREE and take [corrective action, including but not limited to, modifying its proposed expansion plans to incorporate ameliorative measures. Only after these corrective actions are implemented can members of the public make an informed assessment of the impact of Burbank Airport's proposed expansion.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
325	Del Persinger	I find it hugely ironic that planes from the Burbank Airport do not fly over Burbank. Presumably, this is because the citizens of Burbank do not want planes flying over them. So instead the planes immediately turn and fly a totally unnecessary 10-15 mile loop over you and me -- and I live more than 5 miles from the airport.	Comment noted.
326	Del Persinger	Why do the planes have to turn south, anyway? They could gain sufficient altitude (flying over Burbank!) and turn directly north, where they are ultimately headed.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
327	Eric Robinson	In order to prevent a cataclysmic fire, no airplanes should take off anywhere near the Santa Monica mountains and the extremely high-fire risk they pose. All planes should stay north of the 101 freeway as they did for decades to minimize the risk of a terrible fire.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
328	Eric Robinson	It is completely unrealistic to expect one group of citizens to shoulder the entire burden of noise and pollution resulting from these narrow, undeviating and low altitude flight paths. Airplanes should be dispersed as they were for decades without any safety problems.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
329	Andrea Sher	Just as people from all over Los Angeles take advantage of the convenience of the Burbank Airport, we feel that the flight path should be over a much larger area so that no one community should be affected, but we should all share this equally.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
330	Kenneth Weatherwax	The recent takeoff and departure operations thus have exacerbated a crowded airspace problem, not improved it.	Comment noted.
		HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION	
331	Michael J Alti	The EIS must fully address and evaluate the presence of hazardous materials as well as airport operation hazards.	An evaluation of hazardous materials including transportation impacts will be included in the Hazardous Materials section in Chapter 4 of the Draft EIS.
332	Ratzel Bander; Jessica Keegan; Julie Keegan, Kevin Keegan; Olivia	Residents near BUR and along the soil export route have grave concerns about vast amounts of contaminated soils traversing their neighborhoods, potentially exposing them to dangerous materials.	An evaluation of hazardous materials will be included in the Hazardous Materials section in Chapter 4 of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Keegan; David Kimball; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss		
333	Barbara Shore	[There are flights over my roof] one after another after another. Dropping cancer causing jet fuel all over us. Including children.	An evaluation of hazardous materials will be included in the Hazardous Materials section in Chapter 4 of the Draft EIS. In addition, an evaluation of impacts to children's health will be discussed in the Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
		HISTORICAL, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES	
334	Eric McLeod	If you ask anyone why they like the Burbank Airport, they'll most likely say that it is a landmark rich in local history. Don't you think that when people are made aware that the airport's planning to spend \$18 million to demolish the terminal, residents are being robbed of historical preservation?	An analysis of the impacts to historic resources will be included in the Historical, Architectural, Archeological, and Cultural Resources section in Chapter 4 of the Draft EIS.
		LAND USE	

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
335	Michael J Alti	The EIS must fully address and evaluate land use including whether the Proposed Action will disturb or divide the property in the Association.	An analysis of land use impacts will be included in the Land Use section in Chapter 4 of the Draft EIS.
336	Barbara Shore	Your airport is in the middle of residential neighborhoods. You should have thought of that long ago. The development of the valley was allowed to happen, making you only able to be a secondary airport at best.	Comment noted.
		NO ACTION ALTERNATIVE	
337	Kimberly Biddle; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Matt Labate; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss	The EIS must use an appropriate baseline. In developing that baseline, the FAA should account for the fact that the initial segment of the departure routes currently being flown at BUR were never subject to NEPA review during the Southern California Metroplex project. Nor, to our knowledge, have the current routes ever been reviewed as part of any other NEPA analysis. Moreover, the routes appear to be in flux - the number and path of departing aircraft varies significantly from day to day. For each of these reasons, pre-Metroplex conditions provide the most appropriate and equitable baseline against which to measure project impacts.	See Topical Response <i>No Action Alternative, 1</i> and Topical Response <i>Flight Paths, 1</i> .
		NOISE AND NOISE-COMPATIBLE LAND USE	

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
338	Heidi Abra; Michelle Allen; Clarisse and Doug Hamblin; Eric Theiss; Kenneth Weatherwax	There is never a day off from the noise.	Comment noted.
339	Heidi Abra	We now cannot sleep through the night, the jets start by 6 am and don't end until 11 pm and there are still jets throughout the night.	Comment noted.
340	Heidi Abra; Michelle Allen; Ratzel Bander; Sherri Elkaim; Michele Florman; Catherine Gibbons; Vicky Herman; Monique Schenk; Leah Tighe; John Van Tongeren	The anxiety and stress we are feeling is affecting every area of our lives and health.	Comment noted. See Topical Response <i>Noise and Noise-Compatible Land Use, 3</i>
341	Karen Aheam	The noise from the new flight paths needs to be investigated.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. A discussion of any potential changes

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS.
342	Karen Aheam; Rodolfo Artavia; Craig B.; Stephanie Baio; William Beauter; Susan Schwarz Berton; Joelle Birnberg; Charles Boyd; Dana Boyd; Alexander Braunstein; Patty Burnsle; Troy Carter; Linda Clarke; Meredith Collier; Lynn Crosswaite; Rosyln Dahl; Julia Doty; Kevin Doty; Max Eisenberg; Sherri Elkaim; Ayelet Feig;	Existing aircraft noise pollution affects my sleep, my work, and my quality of life.	See Topical Response <i>Noise and Noise-Compatible Land Use, 4</i>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Rachel Feser; Michele Florman; Steve Florman; Andrea Francola; Masami Fukuhar; Alex Gary; Catherine Gibbons; Lisa Goldberg; Jon Gordon; Susan Graber; Clarisse and Doug Hamblin; Samantha and Colin Hanks; Jonathan Hanna; Melissa Hanson; Shelby Huston Haro; Debra and Craig Harwin; Vicky Herman; James Higgins; Richard Hull; Alex Intelligator;		

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Seth Joel; Lorraine Johnson; Josh Justman; Francie Kaplan; Linda Chaman Katiraei; Doron Kauper; Rosemarie Thomas-Kauper; Kathy Kelada; David Kimball; Matt Labate; Ken Laski; Michelene Laski; Oliver Latsch; Paula Latsch; Gary Lewis; J.D. Lobue; Maria London; Deborah Lorenz; Phillis Lovit; Roy Lyons; Heidi MacKay; Benjamin Marsh; Donna		

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Maternal; Tom Materna; Eric McConnell; Jennifer Messer; Henry Milgrom; Ray Neapolitan; Jessica Neyer; Mark Ormandy; Leslie Poliak; Charles Reed; Catherine Reisinger; Eric Robinson; Brent Schenk; Monique Schenk; Catherine Schick; Laura Scutticchio; Ron Shulem; Annette Skinner; Dennis Skinner; Jay Sonbolian; Jennifer Sunderland; Julie Sweeney;		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Geraldine Symon; Kristen Tarnol; Talin Tenley; Rosemarie Thomas; Selina Thomasian; Shant Thomasian; Melissa Thompson; Leah Tighe; Rachel Tobias; Cindy Ware; Renee Weber; John Van Tongeren; Kenneth Weatherwax; Renee Weber; Matthew Yedlin; Guido Zwicker		
343	Karen Aheam	Burbank Airport could easily maximize its proximity to natural noise corridors and mitigate air noise by directing planes over the highway system as it did for decades.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
344	Michelle Allen; Linda Clarke; Barbara Shore	The NextGen noise is out of control and awful for this valley community.	Comment noted.
345	Michelle Allen; Rodolfo Artavia; Lucie and Chris Ayres; Robert Baer; Stephanie Baio; Steven Baio; Eden Banas; Ratzel Bander; Darin Birchler; Charles Boyd; Dana Boyd; Troy Carter; Linda Clarke; Daniel Cohen; Lynn Crosswaite; Daniel DeVincentis; William DeWitt III; Ayelet Feig; Rachel Feser; Michele Florman; Steve Florman;	Why are you flying lower and louder and concentrated over canyons that echo? The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect.	See Topical Response <i>Noise and Noise-Compatible Land Use</i> , 5

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Masami Fukuhara; Alex Gary; Lisa Goldberg; Jon Gordon; Susan Graber; Samantha and Colin Hanks; Jonathan Hanna; Shelby Huston Haro; Debra and Craig Harwin; Melissa Hanson; Richard Hull; Alex Intelligator; Seth Joel; Francie Kaplan; Linda Chaman Katiraei; Rosemarie Thomas- Kauper; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Kathy		

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Kelada; Oliver Latsch; Paula Latsch; J.D. Lobue; Maria London; Deborah Lorenz; Phillis Lovit; Roy Lyons, Heidi MacKay; Donna Materna; Tom Materna; Eric McConnell; Susan McGuire; Jennifer Messer; Henry Milgrom; Ray Neapolitan; Mark Ormandy; Leslie Poliak; Charles Reed; Catherine Reisinger; Brent Schenk; Monique Schenk; Catherine Schick; Laura Scutticchio;		

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Helene Shoval; Ron Shulem; Annette Skinner; Dennis Skinner; Jay Sonbolian; Nicholas Stein; Jennifer Sunderland; Julie Sweeney; Geraldine Symon; Kristen Tarnol; Talin Tenley; Eric Theiss; Rosemarie Thomas; Melissa Thompson; Leah Tighe; Rachel Tobias; Cindy Ware; Kenneth Weatherwax; Renee Weber; Guido Zwicker		

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
346	Michelle Allen; Shelby Huston Haro	How are flights even allowed during curfew? Why are they not fined?	See the response to comment #107.
347	Michael J Alti	The EIS must fully address and evaluate noise and vibration impacts (both from construction activities and from the occupancy and use of the replacement terminal and other structures as well as from traffic arising from the extension of Cohasset Street and secondary Airport access.	A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS. A discussion of any potential changes to surface traffic will be provided in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
348	Andros	[T]he noise of the planes has become less intrusive thanks to quieter engines. Once upon a time, conversation was impossible when a plane was passing overhead. We also appreciate the rotating flight patterns that "share" the noise throughout the area.	Comment noted.
349	Andros	We certainly hope that the curfew will continue to guarantee no 24 /7 flights and that the current 7 am to 10 pm schedule will prevail.	A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS.
350	Kathy Arnos	With the new proposed takeoff route my house is now not only affected by the	The Proposed Action does not involve changes to any airspace

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		landing noise and pollution but now I am directly under the takeoff pattern.	procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
351	Stephanie Baio; Steven Baio; Darin Birchler; Lisa Goldberg; Richard Hull; Selina Thomasian; Shant Thomasian; John Van Tongeren; Guido Zwicker;	We experienced so many planes that we cannot hear ourselves think let alone watch TV without having to increase the volume.	See Topical Response <i>Noise and Noise-Compatible Land Use, 6</i>

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Masami Fukuhara		
352	Ratzel Bander; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss; John Van Tongeren	FAA'S Environmental Impact Statement (EIS) must define the "Affected Area" to include the footprint of procedures overflying the noise-sensitive hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains. All Environmental Resource Categories should be evaluated and analyzed in the "Affected Area" thus defined.	Two study areas will be identified for use in describing existing conditions in the Airport area and evaluating the potential impacts of the Proposed Action and any reasonable alternatives. These two areas—identified as the Detailed Study Area and the General Study Area—will be identified in Chapter 3 of the Draft EIS. In addition, see Topical Response <i>Noise and Noise-Compatible Land Use, 7.</i>
353	Ratzel Bander; Linda Branca; Linda Clarke; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; David Kimbal; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss; John Van Tongeren	It has already been determined by an independent analysis conducted by Landrum & Brown that the BUR flight paths shifted south in a concentrated path over the Affected Areas. This change in flight track occurred in early 2017 without notice or environmental study. Prior to 2017, there was only occasional jet noise. Now there is a constant, disruptive, low, loud jet disruption in our formerly tranquil, hillside neighborhoods. The proposed Expanded Terminal will amplify these impacts that the FAA/BUR has failed to address/mitigate	See Topical Response <i>Noise and Noise-Compatible Land Use, 8.</i>

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
		despite intense and widespread public controversy.	
354	Ratzel Bander; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; David Kimball; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss	Both BUR and VNY estimate a projected 15% increase per year in air traffic, which will contribute significantly to the current air noise over the Affected Areas. The proposed Expanded Terminal will compound these projections.	The Terminal Area Forecast (TAF) is the official FAA forecast of aviation activity for U.S. airports. The TAF contains historical and forecast data for enplanements, airport operations, Terminal Radar Approach Control (TRACON) operations, and based aircraft. The TAF assumes a demand driven forecast for aviation services based upon local and national economic conditions as well as conditions within the aviation industry. In other words, an airport's TAF forecast is developed independent of the ability of the airport and air traffic control system to furnish the capacity required to meet demand. The growth in enplanements at the Airport occurring under the existing and forecasted conditions is not impacted by the potential for a replacement terminal building. In addition, see Topical Response <i>Noise and Noise-Compatible Land Use, 9</i>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
355	Ratzel Bander; Donna Materna; Tom Materna; Jeff Rohde	Mountains Recreation & Conservation Authority and Santa Monica Mountains Conservancy consider "quiet to be a critical component of the natural lands visitation experience" (SMMC Letter 1 /28/19). The Expanded Terminal combined with other actions taken by FAA/BUR "contribute to a continually increasing level of impacts inconsistent with the recreational and quiet refuge values of the affected natural Parklands" (SMMC Letter 1 /28/19).	A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS.
356	Matt Labate	To accurately address the significant noise issues at BUR - which will be intensified by the new terminal and supporting infrastructure - the EIS must incorporate and address the following: Impacts on all noise-sensitive land uses, including schools, parks, open space, preserves, historic resources, and others, associated with departures and arrivals directly, indirectly, and cumulatively related to the Project; Unique topography, including, in particular, the hills and canyons south of the airport; Single-event noise measurements for departures and arrivals directly, indirectly, and cumulatively related to the Project; California and federal noise metrics; The likelihood that aircraft will not adhere to published departure and arrival routes.	A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS. In addition, any impacts to land uses protected under Section 4(f) of the Department of Transportation Act, such as parks and wildlife refuges, will be evaluated in the Department of Transportation Section 4(f) section in Chapter 4 of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
357	Linda Clarke	The frequency and intensity of noise impact from both airports [Burbank and Van Nuys] with low flying departing jets is considerable, and new to affected communities since FAA NextGen procedure changes. Jet engine sounds reverberate against the rising canyon hillsides; you can see and hear them coming, passing over, and leaving for quite a while. Increased flight activity will only further aggravate cumulative noise impact to (our) already adversely impacted noise-sensitive Santa Monica Mountains hillside communities.	The Proposed Action will not increase the number or change the type of aircraft operating at the Airport, nor does it propose to change any airspace procedures. A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS.
358	Roslyn Dahl	There is no guarantee a "voluntary" curfew will continue, when (a) it is "voluntary" and not mandated and (b) it already excludes other private aircraft such as UPS and FedEx which fly over our homes at very low altitudes routinely at 1am ... 3am ... 5am ... 6am.	See the response to comment #107.
359	Roslyn Dahl	I doubt the average individual understands the average ambient noise decibels they live with, until an outsider instantly increases it up to 50% or more ... and claims there is no "significant" difference.	Comment noted.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
360	Sherri Elkaim; Sean Miller; Jessica Neyer; Kenneth Weatherwax	Make whatever changes you need to make to reduce the noise and pollution you've caused in our neighborhood by your decision to fly airplanes low and loud and frequent over my home and community.	A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
361	Alex Gary	Simple Proposed Solutions to mitigate Noise: Mandatory curfew of all aircraft of Stage 3 aircraft not to fly between hours of 10pm-7am.	See the response to comment #107.
362	Alex Gary	Airplanes must ascend to higher elevation more quickly immediately after takeoff to	The Proposed Action does not include changes to any airspace procedures. A discussion of any

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		minimize noise impact to civilians on the ground.	potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS.
363	Alex Gary	Airplanes to follow airspace directly above freeways upon descent or takeoff to minimize noise impact to civilians living directly below.	The Proposed Action does not include changes to any airspace procedures. A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS.
364	Rose Kauper	There is a voluntary curfew at the Burbank Airport yet numerous flights originate and land there throughout the night. There's NO effective curfew at the Van Nuys airport and endless flights of helicopters and various general aviation aircraft throughout the night.	See the response to comment #107. The Proposed Action would have no effect on aircraft operations at Van Nuys Airport.
365	Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss	Expanded Cargo Facilities will encourage more cargo jets creating heavier, slow-to-gain-altitude jets that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			Compatible Land Use section in Chapter 4 of the Draft EIS.
366	Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss	Expanded General Aviation Facilities will encourage more general aviation aircraft that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning	The Proposed Action does not include any expansion of general aviation facilities. A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS.
367	Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss	The FAA/BUR has failed to consider this aggravating circumstance when taking previously cumulative actions to re-route low-flying jets over this type of terrain and must consider, study, and measure the unique topography when considering how the Expanded Terminal will further amplify already devastating cumulative noise impacts.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
368	Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Donna Materna; Tom Materna; Eric Theiss	Health effects of noise are severe. According to the World Health Organization and a Columbia University study, noise has been proven to cause heart and lung disease, strokes and even reduce longevity. The greater the volume and frequency of jet over flights, the greater the cumulative health risk.	Comment noted.
369	Paul Krekorian	Minimizing and mitigating for the impacts of the Airport has proven to be a tremendous challenge for many years. The increased frequency of flights in the same airspace will most certainly lead to increased noise levels and have impacts on air quality.	The Proposed Action will not increase the number or change the type of aircraft operating at the Airport, nor does it propose to change any airspace procedures. A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS.
370	Paul Krekorian	Residents of Van Nuys, North Hollywood, Toluca Lake, Valley Village, Valley Glen, Sun Valley and Studio City already must bear the	Comment noted.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		brunt of the burden of noise from departing and arriving aircraft.	
371	Matt Labate	Noise mitigation is especially important here.	Comment noted. A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS.
372	Benjamin Marsh	Burbank Airport has not responded any of the 3,961 noise complaints that I have lodged due to the steady and unrelenting stream of low altitude flights at or near my home. Burbank Airport appears to be employing an ostrich defense in connection with these noise complaints. This course of conduct demonstrates a callous disregard for Burbank Airport's surrounding neighbors that have been negatively impacted by recent implementation of SLAPP TWO and OROSZ THREE. It also suggests that Burbank Airport is flagrantly breaching its "separate duty to reduce noise," as confirmed by the California Supreme Court in <i>Baker v. Burbank-Glendale-Pasadena Airport Authority</i> , 39 Cal.3d 862, 873 (1985).	Comment noted. A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
373	Eric McLeod	Due to the way the Burbank airport authority has interacted with public on the recent increase in airplane noise and pollution, I don't support a new terminal. The airport has essentially ignored the Los Angeles residents in addressing their concerns for some type of solution or noise abatement. The FAA has stated that the increase in airplane traffic over Studio City is due to an increase in flights originating from Burbank. The Burbank airport has stated that the FAA is lying and they are forced to fly over the Studio City area due to Metroplex? Which public statement is accurate the FAA or the Burbank Airport authority because both cannot be true?	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
374	Sean Miller	We are writing to file a complaint about the level of noise pollution brought upon our community from the Burbank Airport flight patterns.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
375	Caroline Rankin	There are signs all over the airport terminal asking to fly quietly; but that's a little impossible for a 737 taking off, don't you think?	Comment noted.
376	Andrea Francola	Whatever happened to studio cities "Quiet" skies?	Please see the following link: https://www.studiocityforquietskies.com/home_ .
377	Andrea Francola	What about those cargo jets flying over our homes without any regulation?	All aircraft flying in the United States must comply with the appropriate regulations. See the responses to comment #107 and comment #108.
378	Eric Robinson	The tranquility I paid for so dearly has been obliterated by the re-routing of air traffic that never used to come over my house. Now we have planes both departing and arriving in the same path directly over my	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		home and our local schools at all hours of the day and night.	project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
379	Eric Robinson	Despite BUR having a voluntary curfew from 10 pm to 5 am, there are planes (both commercial and private) that routinely take off and land throughout the night (12:30 am, 1:30 am, 4:30 am, etc) and now fly directly over our home, waking my family up frequently because they are low and loud and impossible to ignore.	See the response to comment #107.
380	Jeff Rohde; Larry Rybacki; Eric Theiss; Selina Thomasian; Shant Thomasian	Noise increases disruption in schools and interferes with students' ability to learn. Hillside schools are not designed to be under a flight path. Flight frequency due to the higher efficiency of the proposed Expanded Terminal will increase cumulative impacts already	The Proposed Action will not increase the number or change the type of aircraft operating at the Airport, nor does it propose to change any airspace procedures. A discussion of any potential changes in the noise environment

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		suffered by our children as a result of previous actions taken by FAA/BUR.	will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS.
381	Larry Rybacki	My family, neighbors and neighboring communities are all suffering terribly with the current condition of low flying aircraft over our homes all day and night. The noise is unbearable in this once serene Santa Monica Mountain Range but the main concern of the overhead 150 plus flights per day is the issue of health.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
382	Pamela Scharlach	The huge increase in air traffic and overhead noise is dramatic and disruptive. The aircraft used to fly over our house only when the winds were strong, particularly during the Santa Ana winds season. Now it's all the time.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
383	Pamela Scharlach	The airport used to have a 10 pm curfew with a few unforeseen exceptions. The airport's hours of operation have obviously increased. Last week I saw 3 aircraft flying overhead coming in to land between 11: 15 pm and 11: 45 pm, much later than the 10 pm curfew.	See the response to comment #107.
384	Barbara Shore	At various points of the day, there are deafening flights every minute flying low and climbing noisily over my roof.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
			be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
385	Selina Thomasian; Shant Thomasian	The constantly increasing volume of low altitude flights and countless number of helicopters flying above our heads night and day have caused tremendous stress and anxiety to my family.	Comment noted.
386	Kenneth Weatherwax	I am hearing impaired, yet still am affected by aircraft noise.	Comment noted.
387	Kenneth Weatherwax	The yard cannot be soundproofed from the enormous noise. The FAA, and the airport, does not have the right to destroy my existing right to quiet enjoyment of my home.	Comment noted.
388	Kenneth Weatherwax	The operations from Hollywood Burbank Airport are also creating cumulative noise impacts. The FAA is slotting the northbound Hollywood Burbank takeoffs, once they make their turn over Studio City and Sherman Oaks, through the empty airspace above the Van Nuys Airport (and below the LAX traffic high above that). In doing so,	The Proposed Action will not increase the number or change the type of aircraft operating at the Airport, nor does it propose to change any airspace procedures. A discussion of any potential changes in the noise environment will be provided in the Noise and

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
		they force the takeoffs and landings from Van Nuys Airport to fly lower to avoid interfering with the Hollywood Burbank traffic, which in turn forces helicopter traffic to fly still lower, right over our homes.	Noise-Compatible Land Use section in Chapter 4 of the Draft EIS.
389	Kenneth Weatherwax	Hollywood Burbank Airport is violating its "noise curfew." We have planes from Hollywood Burbank Airport flying low and loud over our home at all hours of the night, not only during daylight hours.	See the response to comment #107.
390	Heidi Abra; Rodolfo Artavia; Robert Baer; Steven Baio; Ratziel Bander; William Beuter; Darin Birchier; Charles Boyd; Dana Boyd; Troy Carter; Lynn Crosswaite; Daniel DeVincentis; William DeWitt III; Ayelet Feig; Rachel	The noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR.	Comment note. See Topical Response <i>Noise and Noise-Compatible Land Use</i> , 10

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Feser; Michele Florman; Steven Florman; Masami Fukuhara; Alex Gary; Phillip Gerson; Lisa Goldberg; Jon Gordon; Susan Graber; Melissa Hanson; Debra and Craig Harwin; Richard Hull; Alex Intelligator; Seth Joel; Francie Kaplan; Linda Chaman Katiraei; Kath Kelada; Oliver Latsen; J.D. Lobue; Marla London; Deborah Lorenz; Phyllis Lovit; Donna Materna; Tom		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Materna; Eric McConnell; Jennifer Messer; Hanna Milgrom; Henry Milgrom; Jonathan Milgrom; Ray Neapolitan; Mark Ormandy; Leslie Poliak; Charles Reed; Catherine Reisinger; Brent Schenk; Monique Schenk; Catherine Schick; Laura Scutticchio; Helene Shoval; Ron Shulem; Annette Skinner; Dennis Skinner; Jay Sonbolian; Jennifer Sunderland;		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Julie Sweeney; Kristen Tarnol; Talin Tenley; Leah Tighe; Rachel Tobias; Cindy Ware; Ranee Weber; Guido Zeicker		
		PROPOSED ACTION	
391	Heidi Abra; Natalie Adomian; Michelle Allen; Rodolfo Artavia; Lucie and Chris Ayres; Robert Baer; Steven Baio; Eden Banas; Ratzel Bander; William Beauter; Susan Schwarz Berton; Darin Birchler; Charles Boyd; Dana Boyd; Jon Brouse; Patty	I oppose the new expanded terminal at Burbank Airport.	Comment noted.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Burnsle; Troy Carter; Linda Clarke; Lynn Crosswaite; Roslyn Dahl; Daniel DeVincentis; William DeWitt III; Julia Doty; Kevin Doty; Sherri Elkaim; Ayelet Feig; Rachel Feser; Michele Florman; Steve Florman; Masami Fukuhara; Alex Gary; Philip Gerson; Lisa Goldberg; Jon Gordon, Susan Graber; Samantha and Colin Hanks; Jonathan Hanna; Melissa Hanson; Debra and Craig		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Harwin; James Higgins; Richard Hull; Alex Intelligator; Seth Joel, Francie Kaplan; Linda Chaman Katiraei; Kathy Kelada; Diane Laney; Ken Laski; Micheline Laski; Oliver Latsch; Paula Latsch; Elinor Lenehen; Thomas Lenehen; J.D. Lobue; Janet Loeb; Maria London; Deborah Lorenz; Phillis Lovit; Heidi MacKay; Eric McConnell; Donna Materna; Tom		

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Materna; Jennifer Messer; Henry Milgrom; Louis Milito; Ray Neapolitan; Jessica Neyer; Mark Ormandy; Leslie Poliak; Charles Reed; Catherine Reisinger; Jeff Rohde; Larry Rybacki; Pamela Scharlach; Brent Schenk; Monique Schenk; Catherine Schick; Laura Scutticchio; Helene Shoval; Ron Shulem; Dennis Skinner; Annette Skinner; Jay		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Sonbolian; Jennifer Sunderland; Julie Sweeney; Geraldine Symon; Kristen Tarnol; Talin Tenley; Eric Theiss; Melissa Thompson; Leah Tighe; Rachel Tobias; Cindy Ware; Kenneth Weatherwax; Renee Weber; Guido Zwicker		
392	Heidi Abra; Michelle Allen	We did not move near the airport, the airport moved over us! Not acceptable	Comment noted.
393	Heidi Abra; Steven Baio; Eden Banas; Ratzel Bander; William Beuter; Darin Birchler; Charles Boyd; Dana Boyd; Patty Burnsle;	The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.	See Topical Response <i>Proposed Action, 3</i>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Troy Carter; Linda Clarke; Daniel Cohen; Lynn Crosswaite; Daniel DeVincentis; William DeWitt III; Kevin Doty; Ayelet Feig; Rachel Feser; Michele Florman; Steve Florman; Masami Fukuhara; Alex Gary; Diane Hart; Vicky Herman; James Higgins; Lisa Goldberg; Jon Gordon; Susan Graber; Samantha and Colin Hanks; Jonathan Hanna; Melissa Hanson; Debra and Craig		

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Harwin; Richard Hull; Alex Intelligator; Seth Joel; Francie Kaplan; Linda Chaman Katiraei; Kathy Kelada; David Kimball; Oliver Latsch; Paula Latsch; J.D. Lobue; Maria London; Deborah Lorenz; Phillis Lovit; Heidi MacKay; Donna Materna; Tom Materna; Eric McConnell; Jennifer Messer; Stephanie Michels; Henry Milgrom; Ray Neapolitan; Mark Ormandy; Leslie Poliak;		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Charles Reed; Catherine Reisinger; Brent Schenk; Monique Schenk; Catherine Schick; Laura Scutticchio; Ron Shulem; Annette Skinner; Dennis Skinner; Jay Sonbolian; Jennifer Sunderland; Julie Sweeney; Geraldine Symon; Kristen Tarnol; Talin Tenley; Melissa Thompson; Leah Tighe; Rachel Tobias; Cindy Ware; Renee Weber; Guido Zwicker		

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
394	Karen Aheam; Matt Labate; Benjamin Marsh	Any expansion of Burbank Airport would be grossly inappropriate at this time.	Comment noted.
395	Andros	We are also wondering if any more carriers will be welcome at the airport. Would that increase the demand and frequency of flights? As you suggest in your talking points, if more carriers are added, there could be conflicts with departure and arrival routes. Will the closure of SMO add to this density?	The Proposed Action will not increase the number or change the type of aircraft operating at the Airport.
396	Andros	Will Santa Monica be sending some of its planes in our direction to add to the mix?	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			https://www.faa.gov/air_traffic/community_involvement/bur/ .
397	Andros	Will the take off and landings still be primarily over the SFV due to the Verdugo mountains east/south of the airport?	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
398	Michael J Alti	The Association's location across the street from the Airport positions it to be uniquely impacted by the Proposed Action, particularly because of the long-term construction activities and the proposed secondary terminal access road. The EIS must thoroughly evaluate and mitigate the	An analysis of potential environmental impacts associated with the Proposed Action (including surface traffic and construction noise) will be included in Chapter 4 of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		Impacts of the Proposed Action on the Association and its member businesses.	
399	Stephanie Baio	Please stop the New Terminal until the flight paths are moved out of the Santa Monica Mountains.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
400	Ratzel Bander; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; David Kimball; Gary Lewis; Donna	The proposed Expanded Terminal, with its greater size, increased amenities, and improved airside facilities, will increase efficiency, allow for processing of more passengers, and result in a greater number of flights and larger jets.	See Topical Response <i>Proposed Action, 4</i>

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Materna; Tom Materna; Jeff Rohde; Eric Theiss; Selina Thomasian; Shant Thomasian; John Van Tongeren; Matthew Yedlin		
401	Ratzel Bander; Linda Branca; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss	The proposed Expanded Terminal is expected to have the same number of gates (14) as the existing terminal. However, with its increased size, it is reasonably foreseeable that more gates will be added in the future, and therefore must be considered as a cumulative impact. All it would take to expand beyond 14 gates is approval by the City of Burbank. The City of Los Angeles would have no say in the matter.	See Topical Response <i>Proposed Action, 5.</i>
402	Ratzel Bander	The proposed Expanded Terminal must be put on hold NOW and not proceed until the FAA completes its process.	Comment noted.
403	Ratzel Bander; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia	Increasingly, simultaneous departures and arrivals, often within 1,200 feet of each other, are occurring over mountainous terrain. This practice contributes to and significantly worsens the dangerous	See Topical Response <i>Proposed Action, 6</i>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Keegan; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss	cumulative safety impacts and the welfare of our communities. The new, more efficient Expanded Terminal will increase this phenomenon.	
404	Ratzel Bander; Linda Branca; Donna Materna; Tom Materna; Jeff Rohde; John Van Tongeren	Based on prior actions taken by FAA/BUR, mitigation of harm must be implemented before plans for the proposed terminal can continue.	Comment noted.
405	Kimberly Biddle	We agree with the FAA that the Project's significant environmental consequences require the preparation of a full EIS rather than an Environmental Assessment (EA).	Comment noted.
406	Linda Branca; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss	The new, more efficient Expanded Terminal must not move forward until the issues are addressed and a full Environmental study is done by the FAA which will take 12-18 months.	See Topical Response <i>Proposed Action, 7.</i>
407	Linda Clarke	The proposed action would have a direct bearing on jet traffic capacity; and it would absolutely increase and intensify the	The Proposed Action does not involve changes to any airspace procedures. The proposal

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
		frequency and volume of invasive jet traffic now being experienced with severe adverse consequences as a direct result of flight path changes instituted as part of the FAA's NextGen program at Burbank Airport-- changes which have already resulted in the constant, concentrated jet traffic across my neighborhood and multiple surrounding communities.	regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
408	Meredith Collier	Do not allow any increase air traffic over our home.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
409	Roslyn Dahl	There is no guarantee that Burbank won't eventually seek to further expand, and become the next LAX of the Valley, further multiplying the adverse impact.	The proposed replacement passenger terminal building does not seek to expand gates or increase operations at the Airport. All future projects involving expansion would undergo a separate environmental review before proceeding.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
410	Roslyn Dahl; Sherri Elkaim	The cumulative impact of the increase in volume of flights (and Jet size) over the same narrow corridor we reside under, has not been properly assessed. VNY can also expand, and increase the volume of flights and size of jets over our residence.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
411	Roslyn Dahl	Have independent bodies inquired or determined if BUR is entering into other "private" settlements with potentially impacted parties from the proposed BUR development, and if so, have or are these legally required to be disclosed publicly? Do these support "fair treatment"? If not legally required, would the interests of the public be better served if they knew, before approving a proposal? If so, that information should be disclosed.	The Authority does not control the EIS review process and cannot guarantee any specific outcome. FAA controls the EIS process and remains committed to completing the process in a transparent and fair manner.
412	Roslyn Dahl; Bud Ovrom	What about the safety of residents immediately under this superhighway of aircraft?	The Proposed Action does not involve changes to any airspace procedures.
413	Roslyn Dahl	It is time that data provided or used by the FAA, BUR, VNY or others MUST BE "AUDITED" by a Big 4 Professional Accounting firm or other Highly Specialized Firm in this topic, to provide a truly independent evaluation of the sufficiency and accuracy of information utilized in any proposal ... and the results of the audit should be delivered by that firm to the	Comment noted.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		public. Consultants are not held to the same standards as qualified and certified Auditors. If there is nothing to hide, allow the additional scrutiny and fact verification. Further, all Consultant and internally generated reports used by the FAA and others to design and implement the NEXGEN/METROPLEX Airport Efficiency Program, including, but not limited to SLAPP TWO, OROSZ THREE, HARYS TWO, and PPRRY flight paths should be audited. No steps should be taken to proceed with the BUR Terminal Replacement/Expansion until ALL information and claims made about this development are thoroughly and independently audited and reported to the public.	
414	Jane Goe	I do not oppose the terminal replacement in principle, but I do worry about the resilience of the historical commitment to citizen wellbeing in the face of what is looking like the undertaking of a potentially crippling debt. Previous upgrade bonds are still being paid off, and the addition of an already overestimate terminal replacement budget at over 1 Billion dollars seems a very fraught situation. BUR has held to the same 14 gates, but I can imagine the pressure to scrape up every dime of income will be a	Comment noted.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		very strong incentive to start to fudge on curfew (which is actually only "voluntary"), and numbers of flights.	
415	Judy Gordon	The expansion of the Burbank terminal, additional flights, and the flight pattern changes will make it so much worse.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
416	R Greene	I am against the replacement terminal proposal which is actually an expansion to increase business at the airport by approximately 50%.	Comment noted.
417	Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; David Kimball; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss; John Van Tongeren	BUR estimates that the proposed Expanded Terminal will cost \$1.24 billion, significantly increased from the originally estimated \$400 million. To increase revenue, as they must do, BUR will increase capacity by bringing in more passengers in larger jets. Larger, heavier jets will make slower turns, driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the Affected Areas.	See Topical Response <i>Proposed Action, 8</i>
418	Ratzel Bander; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Donna	The efficiency of the state-of-the-art Expanded Terminal will increase the frequency of low altitude arrivals and contribute to an already dangerous action taken by FAA/BUR.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Materna; Tom Materna; Jeff Rohde		
419	Paul Krekorian	Establishing a modern, safe, efficient and attractive terminal for the Airport, with increased amenities and improved airside facilities will increase efficiency, potentially allowing for more passengers and flights.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
420	Paul Krekorian	I urge that the Agency thoroughly identify and analyze all impacts upon the communities of Los Angeles.	The potential impacts as a result of the Proposed Action as compared to the No Action Alternative will be discussed in the Chapter 4 of the Draft EIS.
421	Matt Labate	An EIS must fully evaluate measures to help mitigate the potential impacts of a proposed project.	The Draft EIS will describe all significant impacts associated with the Proposed Action and identify measures to mitigate those significant impacts.
422	Deidre Lenihan	Was airline travel less safe before the March 2017 OROSZ and SLAPP routes were implemented?	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
423	Roy Lyons	I look forward to hearing from regarding actions you will take to alleviate the community distress the AA is causing residents.	Comment noted.
424	Benjamin Marsh	Of equal concern is the absence of any discussion in the FAA's Draft Environmental Review Proposed Categorical Exclusion For The Proposed OROSZ THREE DEPARTURE (RNAV) and SLAPP TWO DEPARTURE (RNAV) Open Standard Instrument Departure Procedures at Hollywood Burbank Airport dated October 2018, of ways in which Burbank Airport's runways, taxiways and other facilities could be modified to ameliorate the excessive and unreasonable impact that the new departure routes have had on residents in Studio City and other southerly neighborhoods. The FAA arbitrarily and capriciously implemented these new departure routes and now appears poised to rubberstamp Burbank Airport's proposed	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		expansion without requiring Burbank Airport to affirmatively address the nuisance created by SLAPP TWO and OROSZ THREE.	existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
425	Jessica Neyer	A study must be done before you can degrade our neighborhood any further!	A Draft EIS is currently being prepared to identify the impacts associated with the Proposed Action.
426	Bob Ovrom	It is necessary to maximize every environmental remediation we do control with the construction and operation of the airport to help offset the ones we can't control. For example, we expect the replacement terminal to seek a minimum of LEED Gold certification.	Comment noted.
427	Bob Ovrom	The new terminal will have mass transit stops at either end, but how are people going to get to and from them and the terminal? The rental car parking structure was built to service the old terminal - how is it going to conveniently serve the new terminal? How is the terminal going to accommodate ride sharing and future autonomous cars/ buses?	The continuation of shuttle access to allow connectivity between the rail stations and the existing rental car facility and the proposed replacement passenger terminal building will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
428	Bob Ovrom	We expect this terminal to be the epitome of state of the art technology in every aspect of its construction and operation. The challenge is that we do not know what future technologies are going to be! You need to build in the design flexibility to accommodate whatever advances the future holds.	The Authority will design the replacement passenger terminal building and associated facilities in accordance with City of Burbank design and building standards and will be required to obtain a building permit subject to approval by the City of Burbank. The final construction drawings and plans will be developed after the NEPA review process. Therefore, this topic is outside the scope of this EIS.
429	Bob Ovrom	This new terminal needs to make an architectural statement that is immediately recognizable and a source of community pride. It must have a 'wow factor'. Do not bring us a functional box!	The Authority will design the replacement passenger terminal building and associated facilities in accordance with City of Burbank design and building standards and will be required to obtain a building permit subject to approval by the City of Burbank. The final construction drawings and plans will be developed after the NEPA review process. Therefore, this topic is outside the scope of this EIS.
430	Bob Ovrom	The newer/better version must not lose those characteristics and charm that people most love about the old terminal.	The Authority will design the replacement passenger terminal building and associated facilities in accordance with City of Burbank design and building standards and

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			will be required to obtain a building permit subject to approval by the City of Burbank. The final construction drawings and plans will be developed after the NEPA review process. Therefore, this topic is outside the scope of this EIS.
431	Bob Ovrom	We expect the new terminal to be built and operated in a prudent financial manner. But, we will not accept anyone hiding behind, 'we can't afford it' or the 'airlines won't pay for it' as a justification to cut corners and compromise the critical items listed above. This is a very long term investment and it needs to be done right and not what is cheapest in the short term.	Comment noted. The Authority will design the replacement passenger terminal building and associated facilities in accordance with City of Burbank design and building standards and will be required to obtain a building permit subject to approval by the City of Burbank. The final construction drawings and plans will be developed after the NEPA review process. Therefore, this topic is outside the scope of this EIS.
432	Janet Loeb	Burbank airport is a regional facility and should remain so.	Comment noted.
433	Caroline Rankin	Please do not expand the airport and/or have the planes change their route.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.
434	Manjeet Ranu	The proposed Project is adjacent to Metrolink right-of-way (ROW), owned by	Comment noted. The continuation of shuttle access to allow

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		Metro, two Metrolink Stations (Burbank Airport South and Burbank Airport North), bus stops, and a planned bus rapid transit (BRT) line that will run from North Hollywood to Pasadena. Due to the Project's adjacency to these transit facilities, Metro hopes to meet with the Burbank-Glendale-Pasadena Airport Authority (Airport Authority) in the coming months to ensure coordination on our shared interests and to support the development of transit oriented communities (TOCs) while maintaining consistency with the airport's land use compatibility planning.	connectivity between the rail stations and the proposed replacement terminal building will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
435	Manjeet Ranu	Metro would like to provide the Airport Authority with two resources: 1) the Metro Adjacent Development Handbook (attached), which provides an overview of common concerns for development adjacent to Metro-owned right-of-way (ROW) and 2) the Adjacent Construction Manual with technical information (also attached). These documents and additional resources are available at www.metro.net/projects/devreview .	Comment noted.
436	Manjeet Ranu	To provide safe and convenient bus service, Metro recommends that the Airport Authority work closely with Metro and other operators on service planning and potential	The City of Burbank and the Authority are responsible for coordinating any potential bus stop

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
		bus stop relocations during construction. The Adjacent Development Handbook provides recommendations for bus stop design and coordination needs. For streets where Metro provides bus service, Metro recommends that the City require outside right lanes to be 12-foot-wide (or at minimum 11 foot wide) for bus travel.	relocations needed during construction, if necessary.
437	Manjeet Ranu	The proposed replacement terminal location is about a block from the Burbank Airport-North Metrolink station on the Antelope Valley Line without a direct accessible path between the Metrolink station and the proposed terminal location. Therefore, the Replacement Terminal project should provide direct passenger connectivity including but not limited to pedestrian improvements that will facilitate transfers between the Burbank Airport-North station and the new terminal location. The Burbank Airport-North station is an important train-to-plane station funded in partnership between Metro and the Airport Authority to enhance train-to-plane connectivity between the Metrolink system and the Airport. The Airport currently operates an on-demand shuttle service between the Burbank Airport-North station and the Airport terminals.	Because the Authority does not own or control the property between the proposed replacement terminal building and the Metrolink station, the Proposed Action that will be analyzed in the Draft EIS does not include a connection to Metrolink.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
438	Manjeet Ranu	The Project is adjacent to Metro-owned ROW operated and maintained by the Southern California Regional Rail Authority (SCRRA) to run the Metrolink commuter rail service, including the Antelope Valley Line AVL to the north, and the Ventura County Line to the south. Amtrak Pacific Surfliner intercity passenger trains also operate on this ROW. The Airport Authority is advised that rail service operates in both directions and that trains may operate, in and out of revenue service, 24 hours a day, seven days a week, in the ROW adjacent to the proposed Project.	Comment noted.
439	Manjeet Ranu	The Project should include design treatments to accommodate transfer activity between bus and rail customers that will occur along the sidewalks and public spaces. Metro recently completed the Metro Transfers Design Guide, a best practice document on transit improvements. This can be accessed online at https://www.metro.net/projects/systemwide design .	Because the Authority does not own or control the property between the proposed replacement terminal building and the Metrolink station, it is not appropriate for the Authority to include such design treatments as part of the project. Therefore, this is outside the scope of this EIS.
440	Manjeet Ranu	The Terminal Project should address first-last mile connections to transit, encouraging development that is transit accessible with bicycle and pedestrian-oriented street design connecting transportation with	Because the Authority does not own or control the property between the proposed replacement terminal building and the Metrolink station, it is not appropriate for the

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
		housing and employment centers. For reference, please view the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on-line at: http://media.metro.net/docs/sustainability/path_design_guidelines.pdf .	Authority to include such design treatments as part of the project. Therefore, this is outside the scope of this EIS.
441	Manjeet Ranu	Metro strongly encourages the installation of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along all public street frontages of the development site to improve pedestrian safety and comfort to access the nearby bus stops and rail stations. The City should consider requiring the installation of such amenities as part of the conditions of approval.	Because the Authority does not own or control the property between the proposed replacement terminal building and the Metrolink station, it is not appropriate for the Authority to include such design treatments as part of the project. Therefore, this is outside the scope of this EIS.
442	Manjeet Ranu	Metro encourages the Airport Authority to promote bicycle use through adequate short-term bicycle parking, such as ground-level bicycle racks, as well as secure and enclosed long-term bicycle parking, such as bike lockers or a secured bike room, for guests, employees, and residents. Bicycle parking facilities should be designed with best practices in mind, including: highly visible siting, effective surveillance, easy to locate, and equipment installed with	The Authority will design the replacement passenger terminal building and associated facilities in accordance with City of Burbank design and building standards and will be required to obtain a building permit subject to approval by the City of Burbank. Inclusion of bicycle-related facilities in the replacement passenger terminal building will be considered as part

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		preferred spacing dimensions, so they can be conveniently accessed. Additionally, the Project should help facilitate safe and convenient connections for pedestrians, people riding bikes, and transit users to/from the Airport.	of the final design of the project. The final construction drawings and plans will be developed after the NEPA review process. Therefore, this topic is outside the scope of this EIS.
443	Manjeet Ranu	Metrolink/Amtrak stations wayfinding signage and real-time train arrival information should be prominently displayed at the new terminal. Wayfinding signage should be considered as part of the Project to help people navigate through the Airport to all modes of transportation. Any temporary or permanent wayfinding signage with content referencing Metro services, or featuring the Metro brand and/or associated graphics (such as bus or rail pictograms) requires review and approval by Metro Art & Design. Please contact Lance Glover, Senior Manager of Signage and Environmental Graphic Design, at 213-922-2360 or GloverL@metro.net.	The Authority will design the replacement passenger terminal building and associated facilities in accordance with City of Burbank design and building standards and will be required to obtain a building permit subject to approval by the City of Burbank. Inclusion of wayfinding signage will be considered as part of the final design of the project. The final construction drawings and plans will be developed after the NEPA review process. Therefore, this is outside the scope of this EIS.
444	Manjeet Ranu	Prior to permit approval, Metro and Metrolink need to review engineering drawings and calculations, as well as construction plans, including any crane placement and radius, to evaluate any impacts to rail structures in relationship to the proposed Project. Please refer to the	Comment noted.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		Adjacent Construction Design Manual for more details regarding submitting drawings and calculations to Metro. Note that Metro requires an Engineering Review Fee for staff review time.	
445	Manjeet Ranu	There shall be no encroachment onto the railroad ROW. Any future work performed on the proposed Project's structures or property requiring access to the railroad ROW, shall be covered by specific Right-of-Entry temporary access permits with specific requirements. SCRRRA should be contacted for these Right-of Entry requirements. Information can be found on their website at www.metrolinktrains.com . Other requirements may include permits for construction of buildings, and any future repairs, painting, graffiti removal, etc., including the use of overhead cranes or any other equipment that could potentially impact railroad operations and safety. Frequent access for maintenance tasks such as graffiti removal, will necessitate an active license agreement. This agreement will include an annual license fee, and other requirements that meet safety standards for access to a ROW with active rail operations.	The City of Burbank and the Authority are responsible for establishing right-of-way permitting requirements following the completion of the EIS.
446	Manjeet Ranu	Metro and/ or SCRRRA staff shall be permitted to monitor construction activity to	Any monitoring of construction activities will be agreed upon by the

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		ascertain any impact to the ROW. During construction, a protection barrier shall be constructed to prevent objects, material, or debris from falling onto the ROW. The Airport Authority will be required to notify Metro and SCRRA of any changes to the construction/building plans that may or may not impact the ROW.	City of Burbank, the Authority, and MTA following the completion of the EIS. Therefore, this is outside the scope of this EIS.
447	Pamela Scharlach	Southwest Airlines has increased their schedule by 70 flights.	Comment noted.
448	Pamela Scharlach	The helicopter school which has been in BUR for about 2 years practices take offs and landings while flying low over the surrounding neighborhood.	Comment noted.
449	Pamela Scharlach	The people of Santa Monica have put pressure on the Santa Monica Airport to close down the runways and the airport. It's a perfectly fine airport just inconvenient to the residents. Now where are those aircraft going to go? The aircraft are being moved to other airports. The FAA has appeased the people of Santa Monica while passing the problem on to other parts of Los Angeles.	Comment noted.
450	John Van Tongeren; Matthew Yedlin	We cannot allow the proposed Expanded Terminal to go forward without fundamental and comprehensive changes in the flight path, protection of our communities and parklands, and limits on airport growth and operations.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			<p>The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.</p>
451	Kenneth Weatherwax	<p>The terminal expansion would further increase the problem. When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level cannot be borne, with a barrage of hundreds of aircraft overhead at all hours of the day and night from Hollywood Burbank Airport and Van Nuys Airport. The last thing that is needed is to facilitate an increase in such</p>	<p>The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent</p>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		operations using these unacceptable flight paths.	project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
452	Kenneth Weatherwax	The airport and the FAA are each responsible for the problems the aircraft operations create.	Comment noted.
		PUBLIC INVOLVEMENT	
453	Michael J Alti	Please keep us on your notification list with respect to the EIS and any upcoming meetings. For notification purposes, my email is michael@attorneyforhoa.com.	All persons attending the public scoping meeting who provided an email address will receive email updates on the NEPA process. Additionally, please visit the project website (https://www.bobhopeairporteis.com/public-involvement/) and sign up to receive updates on the project.
454	Ratzel Bander; Donna	Public Controversy continues during the comment period for BUR Expanded Terminal	Comment noted.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Materna; Tom Materna; Jeanne McConnell; Eric Theiss	with high public turnout at the Public Scoping meeting on January 29, 2019, and a Petition opposing the Expanded Terminal so far signed by more than 1,200 people.	
455	William Beauter	We have also left messages with the Hilda Landaverde to express our concerns on 2/16 and 2/20 and have not received any response. If she is currently out of the office, we can understand there may be a slight lag in her response, though it would seem someone else on staff should be tasked with responding to concerns of the surrounding community impacted by the noise in her absence. We hope and would anticipate a staff member will respond soon, but we are becoming concerned our communications may not receive response which would be highly disappointing.	Comment noted.
456	Daniel Cohen	Faulty online procedure materials misrepresent geographical location of path and waypoints. The FAA must, in the interest of transparency, provide corrected maps and restart the comment period.	The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
457	Roslyn Dahl	Have independent bodies inquired or determined if BUR is entering into other "private" settlements with potentially impacted parties from the proposed BUR development, and if so, have or are these legally required to be disclosed publicly? Do these support "fair treatment"? If not legally required, would the interests of the public be better served if they knew, before approving a proposal? If so, that information should be disclosed.	The FAA has followed all required protocols for involving the public in the scoping process for the Draft EIS. Additional opportunities for input will be provided to the public when the Draft EIS is published.
458	Jon Gordon	I know this letter will not be read or responded to. It will however, hopefully be added to the numerous others you have received, regarding this issue that is negatively impacting the quality of life for thousands of valley residents.	Comment noted.
459	James Higgins	I write in protest of these recent and proposed changes at BUR and VNY not only because I am aggrieved by the consequences but more because no public process was followed in the course of making the changes in air traffic. This	The FAA has followed all required protocols for involving the public in the scoping process for the Draft EIS. The Proposed Action does not involve changes to any airspace procedures. The proposal

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
		omission is grievous and appears intentional in light of the understandable breath and intensity of the opposition it has engendered. No doubt some would assert that these changes were boldly illegal.	regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
460	David Kimball	The very fact that this plan was implemented with Zero involvement of the affected communities, let alone any advance warning that it was about to happen, speaks loud and clear to a complete disregard for a community and its residents and the resulting effects are destroying the community of Studio City. which, to quote multiple news, print and media sources, is "being hammered." SHAME ON THE FAA, AND SHAME ON BURBANK AIRPORT!!!	The FAA has followed all required protocols for involving the public in the scoping process for the Draft EIS.
461	Paul Krekorian	The residents of the City of Los Angeles, and especially those in the East San Fernando	The FAA has followed all required protocols for involving the public in

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		Valley, have been largely left out of the dialogue about the future of the Airport.	the scoping process for the Draft EIS. Additional opportunities for input will be provided to the public when the Draft EIS is published.
462	Paul Krekorian	I further remind the Agency that FAA Order 5050.4B directs the Agency "to involve other Federal agencies, State and local agencies, agencies and officials having expertise on environmental resources and the affected or interested public in this process." To that end, I request that you consult with and update the Los Angeles City Attorney's Office on this cumulative analysis and pursuant to FAA Order 1050.1F, which requires that the Agency consult with local units of government early in the NEPA process.	The FAA will add the Los Angeles City Attorney's Office to future outreach efforts, as requested.
463	Paul Krekorian	Finally, I again ask you to include my constituents in all public outreach efforts relating to this proposal. Although the existing terminal and the proposed replacement are located in the City of Burbank, I urge the Agency to keep in mind that the impacts of the Airport are experienced at least as significantly in Los Angeles. It is therefore incumbent upon the management of the Airport and all of the members of the Agency to show due respect to the people of Los Angeles who must daily	Anyone who attended the scoping meeting and left their email address was added to the contact list. Anyone who did not leave an email can be added to the contact list by visiting the project website (https://www.bobhopeairporteis.com/public-involvement/) and signing up to receive updates on the project.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		deal with the adverse impacts of the Airport's operations. I hope that you will carefully consider and fully respond to these and all public comments from the residents of Los Angeles who are deeply impacted by the proposed project.	
464	Deirdre Lenihan	I met with the dozen representatives from the FAA at the Pickwick Gardens in Burbank. (November 7&8 2018) They were unprepared to handle our questions and deal with our frustrations. None were from the San Fernando Valley- in fact none were from California.	Comment noted.
465	Deirdre Lenihan	When the Carpenter School (a school in the satellite based cross-hairs) mothers and students arrived to protest the FAA action, the police were ordered to break up the meeting.	Comment noted.
466	Eric McLeod	The Burbank Airport flies 100% of all their arriving and departing flights directly over Los Angeles and 0 arrivals over Burbank, Glendale and Pasadena. Only a small portion of Burbank air space is used for their departures. However, the residents of Burbank have had the opportunity to vote and made completely aware of their expansion plans for years. In addition, the Burbank voters were guaranteed that none of their tax dollars will be used for the	The FAA has followed all required protocols for involving the public in the scoping process for the Draft EIS. Additional opportunities for input will be provided to the public when the Draft EIS is published. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent

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		expansion. Since all the flights pass over Los Angeles why are most people that live in Los Angeles completed unaware of this mega expansion being planned. The Burbank Airport has operated in secrecy about this expansion from the Los Angeles residents. The airport needs to be forced to make Los Angeles residents aware of this expansion due to the fact that those residents are the ones adversely impacted by this expansion, not Burbank residents.	project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
467	Eric McLeod	When I have logged an air noise complaint in relation to Van Nuys airport the Los Angeles World Airport investigates my complaint and mails me a detailed letter with an explanation. When a complaint to the Burbank Airport Authority is logged they don't respond. In addition, when I have called the Burbank airport doesn't speak to me and send me to voicemail. This is not an appropriate way to handle the public which they serve. Due to the fact, that the Burbank airport has been derelict in their duty to work with the community they serve and don't deserve to increase their operations. An airport serves the	Comment noted.

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
		community and should be engaged with its customers and residents. This is absolutely not how the Burbank Airport Authority has operated and it's very disconcerting. They should not build the new terminal since they have no respect or concern for their community.	
468	Del Persinger	I agree with you 100% about the misleading public face of the airport authorities. Even with their current gates and runways, they prove every day in the 7-7:30 am period and during several other extended periods throughout the day that they can already send out a plane every 90 seconds if they have enough passengers.	Comment noted.
469	Kenneth Weatherwax	There can be no trust between the community, Hollywood Burbank Airport, Van Nuys Airport, and the FAA, when the airports and FAA knowingly and intentionally violate their own rules.	Comment noted.
470	Kenneth Weatherwax	The FAA's public outreach has been inadequate.	The FAA has followed all required protocols for involving the public in the scoping process for the Draft EIS. Additional opportunities for input will be provided to the public when the Draft EIS is published.
471	Kenneth Weatherwax	The scoping meeting did not address the problem of the current flight paths. Most of the hundreds of people there were there to	The FAA has followed all required protocols for involving the public in the scoping process for the Draft

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		register their upset at the recent changes in flight operations and to oppose any expansion of them (to say nothing of a reduction of their unacceptable effects). Yet the meeting materials and presentations had not a single word mentioning that problem. It was, thus, a meeting that ignored the elephant in the room.	EIS. Additional opportunities for input will be provided to the public when the Draft EIS is published. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
472	Kenneth Weatherwax	I was never notified of, nor was given an opportunity to oppose, a new invisible freeway for aircraft over my house. One day the planes just began flying over, as little as 30 seconds apart, and simply did not stop. We did not receive a letter in the mail, the mayor's office did not announce it, the city	The FAA has followed all required protocols for involving the public in the scoping process for the Draft EIS. Additional opportunities for input will be provided to the public when the Draft EIS is published.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		attorney's office did not announce it, and the FAA did not announce it. The FAA's oblique announcements of new waypoints in the Federal Register are hardly enough, just as they would not be enough to build a real freeway over someone's house.	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
		PURPOSE AND NEED (INCLUDES FORECASTS)	
473	Ratzel Bander; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Donna Materna; Tom Materna; Jeff	The FAA is underestimating its impact on our communities and underestimating future growth. Although passengers (enplanements) at Burbank Airport (BUR) have increased 28% over the last 3 years (11.7% of that in 2018 alone), the FAA is projecting growth from 2019 through 2029 at only 1.2% to 2% annually. These	See Topical Response <i>Purpose and Need, 1</i>

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	Rohde; Eric Theiss	projections are simply not credible. In fact, in marketing materials, BUR touts that growth is explosive, stating, "the airline industry is only now beginning to fully recover from the Great Recession ¹¹ (LA Curbed Article 2/19). The proposed state-of-the-art Expanded Terminal will further increase passenger numbers, thereby multiplying the cumulative impacts on the Affected Areas.	
474	Paul Krekorian	Enplanements at Hollywood Burbank Airport have increased 31% over the last three years, but the Agency only projects a 1.2% to 2.2% annual growth between the 2019 through 2029 period. I strongly advise the Agency to reevaluate growth projections for enplanements and air carrier operations. I believe that the projected growth numbers are inadequate to understand the full impacts of this project. I request that all analysis as part of the EIS process for the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport use accurate and increased airside operations projections when determining environmental impacts of this new terminal.	The Terminal Area Forecast (TAF) is the official FAA forecast of aviation activity for U.S. airports. The TAF contains historical and forecast data for enplanements, airport operations, Terminal Radar Approach Control (TRACON) operations, and based aircraft. The TAF assumes a demand driven forecast for aviation services based upon local and national economic conditions as well as conditions within the aviation industry. In other words, an airport's TAF forecast is developed independent of the ability of the airport and air traffic control system to furnish the capacity required to meet demand. The growth in enplanements at the

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			Airport occurring under the existing and forecasted conditions is not impacted by the potential for a replacement terminal building.
475	Eric McLeod	If Southwest Airlines goes out of business or chooses to use another airport for the Los Angeles region, would there still be a need for the new terminal at Burbank? Southwest makes up approximately 70% of commercial flights for Burbank and is the anchor user. A new terminal would primarily benefit Southwest which is currently having a very hard time in business. They are involved in a contentious labor dispute and they recently crashed a plane on the Burbank runway citing that the runway is far too short. The outlook that Southwest will remain in business or will need of the Burbank airport remains speculative.	Comment noted.
476	Kenneth Weatherwax	I was struck by the data and forecasts presented on slides that the FAA was offering to the public about future flight operations. As a former engineer who modeled distribution systems in the electric utility industry, I know something about forecasts and data. These were misleading.	See the response to comment #474.
477	Kenneth Weatherwax	The information at the scoping meeting presented no predictions of how the terminal expansion would increase operations. The	See the response to comment #474.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		forecast operations on the FAA's slides showed only a modest increase in operations. When I questioned the FAA consultant nearby he explained this "predicted" data was generated based on the assumption that the new terminal expansion would not be built. That is honestly misleading. And if it was misleading to an experienced modeler like myself, it must also have been misleading to many of the other hundreds of angry residents who attended.	
		SOCIOECONOMICS (INCLUDES SURFACE TRAFFIC), ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS	
478	Heidi Abra; Rodolfo Artavia; Lucie and Chris Ayres; Robert Baer; Steven Baio; Eden Banas; Ratzel Bander; William Beauter; Darin Birchler; Dana Boyd; Linda	The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry.	Comment noted. The Proposed Action does not involve changes to any airspace procedures. In addition, see Topical Response <i>Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks, 1</i>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Branca; Troy Carter; Lynn Crosswaite; Daniel DeVincentis; William DeWitt III; Kevin Doty; Rachel Feser; Michele Florman; Steve Florman; Alex Gary; Lisa Goldberg; Jon Gordon; Susan Graber; Samantha and Colin Hanks; Jonathan Hanna; Melissa Hanson; Debra and Craig Harwin; Richard Hull; Alex Intelligator; Seth Joel; Francie Kaplan; Linda Chaman Katiraei;		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Kathy Kelada; Oliver Latsch; Paula Latsch; J.D. Lobue; Maria London; Deborah Lorenz; Phillis Lovit; Heidi MacKay; Donna Materna; Tom Materna; Eric McConnell; Jeanne McConnell; Susan McGuire; Jennifer Messer; Henry Milgrom; Louis Milito; Ray Neapolitan; Mark Ormandy; Leslie Poliak; Charles Reed; Catherine		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Reisinger; Eric Robinson; Jeff Rohde; Brent Schenk; Monique Schenk; Catherine Schick; Laura Scutticchio; Ron Shulem; Annette Skinner; Dennis Skinner; Jay Sonbolian; Nicholas Stein; Jennifer Sunderland; Julie Sweeney; Kristen Tarnol; Talin Tenley; Eric Theiss; Melissa Thompson; Leah Tighe; Rachel Tobias; Cindy Ware; Kenneth		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Weatherwax; Renee Weber		
479	Heidi Abra; Rodolfo Artavia; Lucie and Chris Ayres; Robert Baer; Steven Baio; Eden Banas; Ratzel Bander; William Beauter; Darin Birchler; Dana Boyd; Troy Carter; Lynn Crosswaite; Daniel DeVincentis; William DeWitt III; Kevin Doty; Sherri Elkaim; Ayelet Feig; Rachel Feser; Michele Florman; Steve Florman; Masami Fukuhara; Alex	A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles.	The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. In addition, see Topical Response <i>Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks, 2</i>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Gary; Philip Gerson; Lisa Goldberg; Jon Gordon; Susan Graber; Samantha and Colin Hanks; Jonathan Hanna; Melissa Hanson; Debra and Craig Harwin; Richard Hull; Alex Intelligator; Seth Joel; Francie Kaplan; Linda Chaman Katiraei; Kathy Kelada; David Kimball; Oliver Latsch; Paula Latsch; J.D. Lobue; Maria London; Deborah Lorenz; Phillis Lovit; Heidi MacKay; Donna		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Maternal; Tom Materna; Eric McConnell; Jennifer Messer; Henry Milgrom; Louis Milito; Ray Neapolitan; Mark Ormandy; Leslie Poliak; Charles Reed; Catherine Reisinger; Brent Schenk; Monique Schenk; Catherine Schick; Laura Scutticchio; Helene Shoval; Ron Shulem; Annette Skinner; Dennis Skinner; Jay Sonbolian; Jennifer Sunderland; Julie Sweeney;		

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
	Geraldine Symon; Kristen Tarnol; Talin Tenley; Melissa Thompson; Leah Tighe; Rachel Tobias; Cindy Ware; Kenneth Weatherwax; Renee Weber; Guido Zwicker		
480	Natalie Adomian	Sometimes you have to do the right thing and object to something that may result in more money for the city or more convenience of travel. It's a balancing test that in this instance tips in favor of human health.	Comment noted.
481	Heidi Abra; Rodolfo Artavia; Lucie and Chris Ayres; Robert Baer; Steven Baio; Eden Banas; Ratzel Bander; William Beauter; Darin	Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles.	Comment noted. See Topical Response <i>Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks, 3</i>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Birchler; Dana Boyd; Linda Branca; Lynn Crosswaite; Daniel DeVincentis; William DeWitt III; Kevin Doty; Ayelet Feig; Rachel Feser; Masami Fukuhara; Alex Gary; Lisa Goldberg; Jon Gordon; Susan Graber; Samantha and Colin Hanks; Jonathan Hanna; Melissa Hanson; Debra and Craig Harwin; Richard Hull; Alex Intelligator; Seth Joel; Francie Kaplan; Linda Chaman		

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Katiraei; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Kathy Kelada; Oliver Latsch; Paula Latsch; J.D. Lobue; Maria London; Deborah Lorenz; Phillis Lovit; Heidi MacKay; Donna Materna; Tom Materna; Eric McConnell; Jennifer Messer; Henry Milgrom; Louis Millito; Ray Neapolitan; Mark Ormandy; Leslie Poliak; Charles Reed; Catherine Reisinger; Jeff Rohde; Brent		

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Schenk; Monique Schenk; Catherine Schick; Laura Scutticchio; Ron Shulem; Annette Skinner; Dennis Skinner; Jay Sonbolian; Jennifer Sunderland; Julie Sweeney; Geraldine Symon; Kristen Tarnol; Talin Tenley; Eric Theiss; Melissa Thompson; Leah Tighe; Rachel Tobias; Cindy Ware; Kenneth Weatherwax; Renee Weber; Guido Zwicker		

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
482	Karen Aheam	The flight paths put children, protected lands, and residents in harm's way.	<p>The Proposed Action will not increase the number or change the type of aircraft operating at the Airport, nor does it propose to change any airspace procedures. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/. Any potential impacts to land uses protected under Section 4(f) of the Department of Transportation Act, such as parks and wildlife refuges, will be evaluated in the Department</p>

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
			of Transportation Section 4(f) section in Chapter 4 of the Draft EIS. In addition, an evaluation of impacts to children's health will be discussed in the Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
483	Karen Aheam; Kathy Arnos; Robert Baer; Dana Boyd; Ayelet Feig; J.P. Geuens; Jane Goe; Jon Gordon; Shelby Huston Haro; Lorraine Johnson; Doron Kauper; David Kimball; Eric Robinson; Jeff Rohde; Geraldine Symon; John Van Tongeren	Burbank Airport is devastating communities and decreasing home and property values.	See Topical Response <i>Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks, 4</i>
484	Michelle Allen; Kathy Arnos;	Existing aircraft noise is having an impact on our schools and school children.	See Topical Response <i>Socioeconomics, Environmental</i>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
	Robert Baer; Stephanie Baio; Ratziel Bander; Susan Schwarz Berton; Darin Birchler; Daniel Cohen; Roslyn Dahl; Julia Doty; Rachel Feser; Shelby Huston Haro; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; David Kimball; Matt Labate; Donna Materna; Tom Materna; Rodd Peart; Eric Robinson		<i>Justice, and Children's Environmental Health and Safety Risks, 5</i>
485	Michael J Alti	The EIS must fully address and evaluate traffic impacts (including construction traffic and traffic resulting from the proposed extension of Cohasset Street and the operation of the new terminal and new structures.	All potential project-related surface traffic impacts will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			Risks section in Chapter 4 of the Draft EIS.
486	Michael J Alti	The EIS must fully address and evaluate direct parking and traffic impacts on the Association from the construction and operation of the secondary terminal access road and the extension of Cohasset Street, and how those impacts will be mitigated through specific, effective measures (beyond simple signage) without imposing any financial burden on the Association (a particular concern is whether Airport users will try to park along Lockheed Drive, Cohasset Street, and the Association's private parking area, thereby impairing the Association's parking resources.	All potential project-related surface traffic impacts will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS. The Proposed Action would provide the same amount of public parking that currently exists at the Airport.
487	Michael J Alti	The EIS must fully address and evaluate traffic impacts on the intersection of Cohasset Street and Lockheed Drive along with impacts on the level of service of both of those roads.	All potential project-related surface traffic impacts will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
488	Michael J Alti	The EIS must fully address and evaluate traffic impacts on the intersection of San Fernando Boulevard and Cohasset Street in light of the proposed secondary access road from Cohasset Street.	All potential project-related surface traffic impacts will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
			Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
489	Michael J Alt	The EIS must fully address and evaluate the impacts on the intersection of Lockheed Drive with San Fernando Road in light of the proposed secondary access road for the Airport (a particular concern is whether visitors to the airport will use Lockheed Drive to access the Airport, not just Cohasset Street.	All potential project-related surface traffic impacts will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
490	Michael J Alt	The EIS must fully address and evaluate whether airport construction workers will be prohibited from parking on Cohasset Street, Lockheed Drive and the Association's private parking areas.	The construction staging areas and construction worker parking areas would be on Airport property.
491	Kathy Arnos	The residents deserve the quality of life we signed up for when we purchased our homes: a safe place that offered us a QUIET, healthful and sustainable environment for our families and wildlife.	Comment noted.
492	Ratzel Bander	My question is why we have to point these things out to you! You are supposed to be professionals and should (or do) know all this, and yet you choose to ignore it to further your agenda which obviously owes more allegiance to the corporations who lobby you rather than the people you should be representing and protecting.	Comment noted.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
493	Ratzel Bander; Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; David Kimball; Donna Materna; Tom Materna; Jeff Rohde; Eric Theiss	The new, more efficient Expanded Terminal will increase the economic loss already experienced in the Affected Areas. Negative effects on local businesses and restaurants will increase.	See Topical Response <i>Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks, 7</i>
494	Roslyn Dahl	The current situation is a gross abuse of the supposed "environmental justice" requirements, and there is no "fair treatment" for the class or group of citizens specifically under these narrowed pathways.	An environmental justice analysis will be included in the discussed in the Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
495	Roslyn Dahl	Risk of aircraft accident/event leading to property damage or loss of my life since the new procedures were implemented will be worsened with BUR Terminal Expansion.	The Proposed Action will not increase the number or change the type of aircraft operating at the Airport, nor does it propose to change any airspace procedures.
496	Roslyn Dahl	What risk analysis has been performed to ensure that as a RESDIENT LIVING UNDER this FAA, BUR & VNY induced superhighway of aircraft, my risk of loss of life &/or insured/uninsured property damage is minimized? Where is the analysis explaining	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate

COMMENT NUMBER	COMMENTS	COMMENT SUMMARY	RESPONSE TO COMMENT
		to me why 'you have no alternatives' other than to fly over this topography, with these fire hazards and lack of emergency access or resident exit routes. Why is my life worth more in the air flying over my residence, than under that plane living in that same house?	environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
497	Miya Edmonson	To determine if the project will have a significant impact at the intersection of S/B (Southbound) Interstate 5 (I-5) Freeway on/off-ramps toward Hollywood Way, it is recommended that a Traffic Impact Study (TIS) be prepared to include the following: The current and projected airport generated traffic volumes using the S/B I-5 Freeway off-ramp, the airport generated traffic volumes using the S/B I-5 Freeway onramp, and the general existing ramp volumes; Please provide a traffic control solution at the intersections of the S/B 1-5 Freeway off-ramp, Hollywood Way, existing driveways, and the S/B 1-5 Freeway on-ramp. The solution should enhance safety at this	All potential project-related surface traffic impacts will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		intersection by addressing and reducing conflict points; Additionally, this study should include queuing and delay analysis for the S/B I-5 Freeway on-ramp and off-ramp. If queuing is occurring, please consider either widening the ramp or creating an auxiliary lane to reduce the conflict do to speed differentials; It is recommended that the project provide a fair share mitigation towards the interim improvement of a traffic signal installation.	
498	Miya Edmonson	Caltrans recommends a TIS be prepared to include State Route 134 and 170 and their ramps that may be affected by the proposed project; This study needs to include the cumulative impacts of other projects in planning or in construction; Potentially effected on/off-ramps will require queuing analysis based on Highway Capacity Manual (HCM) queuing methodology.	All potential project-related surface traffic impacts will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
499	Miya Edmonson	Caltrans recommends the Lead Agency develop a verifiable performance-based Vehicle Miles Travelled (VMT) criteria as this is required by SB 743. If VMT methodology is being used the lead agency should refer to the traffic study consultant of the Developer to OPR's website guidelines in the evaluation of traffic impact:	All potential project-related surface traffic impacts will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		http://opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal1_January_20_2016.pdf	
500	Miya Edmonson	Caltrans emphasizes that safety and mobility are the most important criteria. This needs to be the main consideration. Increased congestion on local arterial and freeways contributes to an increase in the number of accidents.	Comment noted.
501	Miya Edmonson	If this project intends to use Level of Service (LOS) and HCM methodology for the Traffic Impact Study (TIS), we recommend the use of "Caltrans Guide for the Preparation of Traffic Impact Studies" for traffic impact on the State highways and freeways and the appurtenant facilities. Please note that these guidelines are different than those applied in the Los Angeles County Congestion Management Program (CMP). For State thresholds and guidance on preparation of acceptable traffic studies, please refer to Caltrans (State) Guide for Traffic Impact Studies: http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf	All potential project-related surface traffic impacts will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
502	Miya Edmonson	Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists	Comment noted.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.	
503	Miya Edmonson	Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.	Comment noted. The need for oversized transport vehicles will be addressed by the contractor and is outside the scope of this EIS.
504	Alex Gary	I have lost promotions, bonuses, and pay due to the impact of my sleep result from the airport noise. My wife too is losing pay at work due to the impact of the noise.	Comment noted.
505	Vicky Herman	In an effort to save money for a big airlines in fuel they are destroying people's health and wellbeing.	Comment noted.
506	Lorraine Johnson	Why would they fly over the many schools in this immediate area?	The Proposed Action will not increase the number or change the type of aircraft operating at the Airport, nor does it propose to change any airspace procedures. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			<p>procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/. Any potential impacts to children's health will be discussed in the Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.</p>
507	Lorraine Johnson	Why would they fly planes over home and historic designated areas that are already higher in attitude that other areas?	<p>The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air</p>

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ .
508	Jessica Keegan; Julie Keegan; Kevin Keegan; Olivia Keegan; Eric Theiss	Residents near BUR also have concerns about the growth of the airport, as well as increased traffic surrounding the airport, and air pollution from traffic.	The Proposed Action will not increase the number or change the type of aircraft operating at the Airport. Additionally, all potential project-related surface traffic impacts will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
509	David Kimball	We do not wish to move, but we are now, for the first time, considering selling and moving out of the area if this unbearable assault on our lives continues.	Comment noted.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
510	Janet Loeb; Del Persinger	Increased traffic, both in the skies and on the ground will negatively impact quality of life for communities across the entire region.	The Proposed Action will not increase the number or change the type of aircraft operating at the Airport. Additionally, all potential project-related surface traffic impacts will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
511	Eric McLeod	The Environmental Impact Assessment preparer was completely unaware that the Burbank Airport is planning to use train links and expanding roads to feed passengers into the terminal. How is it possible that they were unaware that the roads and train terminals plan to be installed?	The continuation of shuttle access to allow connectivity between the rail stations and the proposed replacement terminal building will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
512	Eric McLeod	The Environmental Impact Assessment for the Burbank Airport terminal expansion used the Terminal Area Forecast (TAF) to estimate the amount of additional anticipated flights. It shows a very small increase in flights project for the next 5 years. The EIA estimated all their calculations of various impacts from this	See response to comment #474. Analysis of the sponsor's funding plan for the Proposed Action is outside the scope of this EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		<p>constant. An FAA representative stated to me that new terminals are not considered to drive more passengers, so the FAA doesn't use this a metric for an increase in flights. This position is false for 1 main reason, the Burbank Airport needs to fund a \$1.25+ Billion construction loan. In addition, the airport is only allowed under FAA guidelines to increase the passengers' fees by \$4.25 per person. This mean that financially the airport will never be able to obtain financing for the construction or repay the loan. Therefore, the actual number of flights after the expansion will be far greater than modeled by the FAA in TAF. This would mean that the EJA has a fundamental flaw that makes its finding irrelevant. I'd like to know how the airport expects to derive its income based on the modest amount of projected flight increases as projected by TAF?</p>	
513	Sean Miller	The airport belongs to Burbank, Pasadena and Glendale - let their residents deal with the environmental impact of BUR.	Comment noted.
514	Manjeet Ranu	The Burbank Airport-South (VCL) Metrolink station serves the Metrolink Ventura County Line and the Amtrak Pacific Surfliner trains. The station is currently less than 2,000 feet from the current terminal location;	The continuation of shuttle access to allow connectivity between the rail stations and the proposed replacement terminal building will be discussed in the Socioeconomics

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		however, the proposed location of the new terminal will be nearly a mile from the existing Metrolink station. Therefore, shuttle service will be required to connect the existing Metrolink station to the new Airport terminals.	(including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
515	Manjeet Ranu	There are at-grade rail crossings in close proximity to the Project along North San Fernando Blvd and Vanowen Street. The Project is likely to increase traffic volumes across these crossings, which could potentially impact the safety of the crossing. As such, these traffic and safety impacts should be analyzed. This rail crossing is regulated by the California Public Utilities Commission (CPUC) and maintained by Metro. CPUC may have additional comments and requirements regarding this Project and should be contacted in outreach efforts.	All potential project-related surface traffic impacts will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
516	Manjeet Ranu	Metro would like to inform the Airport Authority of Metro's employer transit pass programs including the Annual Transit Access Pass (A-TAP) and Business Transit Access Pass (B-TAP) programs which offer efficiencies and group rates that businesses can offer employees as an incentive to utilize public transit. For more information	Comment noted.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		on these programs, contact Devon Deming at 213-922-7957 or DemingD@metro.net.	
517	Jesus Serrano	Subsequently, the expansion of the passenger terminal will increase the vehicle trips. Also, the traffic ambient growth and other related new projects surrounding the airport will result in additional vehicle trips on the adjacent road network, including streets that are located in the City of Los Angeles. LADOT recommends that the new traffic study include City of Los Angeles's intersections close to airport. The traffic study to be submitted to LADOT, Valley Development Review Section, 6262 Van Nuys, CA 91202 for review and comments.	The EIS general study area includes portions of the cities of Burbank and Los Angeles. All potential project-related surface traffic impacts in this study area will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.
518	John Van Tongeren	I create music for a living and have a studio at my house and my recording activity has been severely impacted by the jet noise. It is literally impossible to have a recording session during the day anymore, which creates undo stress with delivery deadlines.	Comment noted.
519	Kenneth Weatherwax	Is my business so much less important to the cities of Los Angeles and Burbank than the increased profits of the airlines and the convenience of corporate jets flying into and out of the airports?	The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
			announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/ . The FAA has followed all required protocols for involving the public in the scoping process for the Draft EIS. Additional opportunities for input will be provided through public notices using traditional media and online when the Draft EIS is published. Every party who submitted scoping comments will receive notice of future public involvement efforts including public comment period(s), and public hearing(s).
		VISUAL EFFECTS	
520	Michael J Alt	The EIS must fully address and evaluate visual effects on the Association from construction activities as well as the	An analysis of visual effects impacts will be included in the Visual Effects section in Chapter 4 of the Draft EIS.

COMMENT NUMBER	COMMENTER	COMMENT SUMMARY	RESPONSE TO COMMENT
		proposed structures and proposed secondary Airport access road.	
521	Manjeet Ranu	Metro Arts & Design encourages the thoughtful integration of art and culture into public spaces. Any proposals for temporary or permanent public art and/or placemaking facing Metro ROW requires review and approval by Metro Art & Design. Please contact Susan Gray, Director of Arts & Design, at 213-922-2729 or GrayS@metro.net.	The Authority will design the replacement passenger terminal building and associated facilities in accordance with City of Burbank design and building standards and will be required to obtain a building permit subject to approval by the City of Burbank. Inclusion of art in the replacement passenger terminal building will be considered as part of the final design of the project. The final construction drawings and plans will be developed after the NEPA review process. Therefore, this topic is outside the scope of this EIS.
		WATER RESOURCES	
522	Miya Edmonson	Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. Discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.	An analysis of surface water impacts will be included in the Water Resources section in Chapter 4 of the Draft EIS.

BOB HOPE "HOLLYWOOD BURBANK" AIRPORT
PROPOSED REPLACEMENT TERMINAL PROJECT
ENVIRONMENTAL IMPACT STATEMENT
AGENCY AND PUBLIC SCOPING

STUDIO CITY FOR QUIET SKIES
SCOPING COMMENT LETTER AND RESPONSES

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A. INTRODUCTION

The FAA has become aware that comments we received during the scoping process for the proposed Bob Hope “Hollywood Burbank” Airport Terminal Replacement Project were inadvertently left out of the scoping report for the Draft Environmental Impact Statement, which the FAA released last week. The FAA has reviewed the comments and determined that the majority were similar or identical to other comments that we received from others during the scoping process. The FAA will address all substantive comments in the Final EIS.

The following presents the two comment letters submitted by Studio City for Quiet Skies followed by responses to those comment letters.

B. COMMENT LETTER #1



STUDIO CITY FOR QUIET SKIES

February 28, 2019

OFFICIAL COMMENTS ON BURBANK'S NEW EXPANDED TERMINAL

COMMENT ONE OF TWO COMMENTS

Introduction:

*According to the Federal Register, under the National Environmental Policy Act (NEPA), “an Environmental Impact Statement (EIS) will be prepared to assess the potential impacts of the proposed Replacement Terminal Project and its connected actions.” To ensure that all significant issues are identified, interested agencies and persons shall “submit oral and/or written comments representing the concerns and issues they believe should be addressed” (Federal Register, Vol. 83, No. 242, 12/18/18). The following impact analysis will show that BUR’s “replacement” terminal is essentially an “expansion” that will result in increased operations and efficiency such that it will significantly increase noise and pollution to the surrounding communities. According to NEPA, the FAA must consider all cumulative impacts of the proposed terminal expansion.

1

*This proposed Expanded Terminal represents a profound threat to our LA Valley communities. Through cumulative actions taken by FAA/BUR, our communities and protected parklands have been fundamentally degraded – severely reducing quality of life by massively increasing noise and pollution. The proposed Expanded Terminal at Burbank will guarantee increased efficiency, even without adding more gates. That means more flights, larger jets and jets flying even closer together. The proposed Expanded Terminal will add significantly to the numerous cumulative negative impacts we are already experiencing under the disastrous 2017 change in flight path that occurred without notice or environmental study, resulting in more than 260 overflights per day. **We cannot allow the proposed Expanded Terminal to go forward without fundamental and comprehensive changes in the flight path, protection of our communities and parklands, and limits on airport growth and operations.** FAA’S EIS must define the

“Affected Area” to include the footprint of procedures overflying the hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains. All Environmental Resource Categories should be evaluated and analyzed in the “Affected Area” thus defined.

Cumulative Future Impacts Directly Resulting From Proposed Expanded Terminal:

*The terminal expansion must not be considered in a vacuum. The National Environmental Policy Act (NEPA) requires that the FAA evaluate the impact of its action (replacing the terminal) "when added to other past, present, and reasonably foreseeably future actions," whether direct or indirect (40 CFR 1508.7, 1508.8). The impact the proposed Expanded Terminal will have must be considered along with all other cumulative impacts.

*The proposed Expanded Terminal, with its greater size, increased amenities, and improved airside facilities, will increase efficiency, allow for processing of more passengers, and result in a greater number of flights and larger jets. We have already witnessed the occasional large jet, such as a 767, taking off at BUR even with its shorter runways measuring 6,886 (Runway 15/33) and 5,802 feet (Runway 8/26) (Exhibit 0 – Webtrak of 767 on 1/1/19).

*The proposed Expanded Terminal is expected to have the same number of gates (14) as the existing terminal. However, with its increased size, it is reasonably foreseeable that more gates will be added in the future, and therefore must be considered as a cumulative impact. All it would take to expand beyond 14 gates is approval by the City of Burbank. The City of Los Angeles would have no say in the matter.

5

*The FAA is underestimating its impact on our communities and underestimating future growth. Although passengers (enplanements) at Burbank Airport (BUR) have increased 31% over the last 3 years (11.07% of that in 2018 alone), the FAA is projecting growth from 2019 through 2029 at only 1.2% to 2.2% annually. (Exhibit 1 - Scoping Enplanement Projections; Exhibit 2 – Excel Growth/Enplanements 31% increase) These projections are simply not credible. In fact, in marketing materials, BUR touts that growth is explosive, stating, "the airline industry is only now beginning to fully recover from the Great Recession" (Exhibit 3 - LA Curbed Article 2/7/19).

-Furthermore, growth in Air Carrier (AC) operations is up 25% in the last three years. Air Carrier operations (which include Air Taxis), have in recent years, been trending upward rapidly, as a percentage of overall operations -- from 47.7% of total operations in 2015, to **56.4% of total operations in 2018**. A 2015 report from Southern California Association of Governments (SCAG), estimated Burbank Airport's maximum capacity to be 10.8 to 11.9 million passengers if Air Carriers were 56% of the operational mix. At 56.4% in 2018, we have already surpassed that benchmark. In order to comprehend how great an impact further increases would make to passenger volume, SCAG's estimated increase from 54% AC operations to 56% AC Operations, led to an increase of **38.5%** in passenger volume. At the Public Scoping meeting, FAA failed to supply any illustrations or data regarding AC operations at BUR (Exhibit 4 - Air Carrier (excel) Exhibit 5 - SCAG Summary

of Airfield Analysis for BUR). Clearly, more and larger, commercial jets will be the most disruptive to our communities. The proposed state-of-the-art Expanded Terminal will increase passenger numbers, thereby multiplying the cumulative impacts on the noise-sensitive hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains (Affected Areas).

*BUR estimates that the proposed Expanded Terminal will cost \$1.24 billion, significantly increased from the originally estimated \$400 million. To increase revenue, as they must do, BUR will increase capacity by bringing in more passengers in larger jets. Larger, heavier jets will make slower turns, driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the Affected Areas.

*Expanded Cargo Facilities will encourage more cargo jets creating heavier, slow-to-gain-altitude jets that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

*Expanded General Aviation Facilities will encourage more general aviation aircraft that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

9

Metroplex and Cumulative Impacts:

* Proposed Expanded Terminal process must be halted until all cumulative actions taken by FAA/BUR that have already severely impacted Affected Areas are mitigated and alternatives are found.

1

*Previous cumulative actions taken by FAA/BUR that must be considered in combination with the proposed Expanded Terminal include, but are not limited to, the following:

- The current, unauthorized departure procedures implemented in 2017 at same time as Metroplex (Exhibit 6 - Landrum & Brown Final Study);

- Proposed departure procedures OROSZ THREE AND SLAPP TWO (Exhibit 7 - Proposed Procedures OROSZ THREE and SLAPP TWO);

- Skyrocketing passenger and operations growth at both BUR and Van Nuys Airport (VNY) (Exhibit 8- Ian Gregor 40% growth/Los Angeles City Council seeks FAA transparency on Hollywood Burbank Airport);

- Changes in flight path at nearby VNY (Exhibit 9 – Van Nuys Study);

- Impending closure of Santa Monica Airport that has created increased operations at BUR and VNY (Exhibit 10 - Santa Monica Airport will close in 2028 and be replaced by a park, officials say - Los Angeles Times);

11

-Increase in helicopter traffic that must fly below the jets from both BUR and VNY, creating a stacking effect.

11

All of the above actions currently contribute to, and will continue to contribute to, increased cumulative impacts on residents, students, local business, film industry, and parklands that are under the narrow, focused flight path.

*The FAA's Environmental Impact Statement (EIS) must not claim a baseline that includes the currently flown unstudied and undisclosed departure procedures introduced in 2017. To do so would constitute a **false baseline**. To do an accurate comparison, the FAA must use pre-Metroplex conditions as a baseline to compare the impacts that the proposed Expanded Terminal would have on the environment and surrounding communities, in other words, compare the proposed Expanded Terminal impacts to the time period before NextGen was even being considered (2014 or earlier).

1

*It has already been determined by an independent analysis conducted by Landrum & Brown that the BUR flight paths shifted south in a concentrated path over the Affected Areas (See above Exhibit 6 – Landrum & Brown). This change in flight track occurred in early 2017 without notice or environmental study. Prior to 2017, there was only occasional jet noise. Now there is a constant, low, loud jet disruption in our formerly tranquil, hillside neighborhoods. The proposed Expanded Terminal will amplify these impacts that the FAA/BUR has failed to address/mitigate despite intense and widespread public controversy.

1

*BUR proposed procedures, SLAPP TWO and OROSZ THREE, would make permanent the current path that FAA/BUR began vectoring in March 2017, without notice or environmental study, over the Affected Areas, and even exacerbate it by inserting GPS waypoints near schools, in the hearts of the communities of Studio City and Sherman Oaks. BUR has stated that the FAA is planning to do an Environmental Analysis (EA) as a result of extreme public outcry (though we have no independent corroboration from FAA). Such EA is expected to take 12-18 months. The proposed Expanded Terminal must be put on hold NOW and not proceed until the FAA completes its process.

1

*Through its own analysis, VNY reports an increased number of departures by 35% since 2016 (See above Exhibit 9 – Van Nuys Study). It has also moved departure path HARYS TWO south and east (with institution of waypoint PPRRY in May 2018) to traverse the same portion of the Santa Monica Mountains that BUR currently impacts by its departures; and that the proposed departure procedures SLAPP TWO and OROSZ THREE will continue to impact by adding waypoints JAYTE and TEAGN. The proposed Expanded Terminal must not proceed until these paths, already cumulatively impacting Affected Areas, are changed, and alternate paths consistent with Section 175 of the FAA Reauthorization Act and acceptable to the communities in Affected Areas, are explored (Exhibit 11 – BUR 175 Request). Any alternate or dispersed lateral tracks created under Section 175 must be away from the protected Santa Monica Mountains, with the most southern track at the noise corridor of the 101 freeway, consistent with requests by the City of LA.

15

*Both BUR and VNY estimate rapid, increased annual growth, which will contribute significantly to the current air noise over the Affected Areas. The proposed Expanded Terminal will compound these projections (Exhibits 12 BUR Article; Exhibit 13 VNY Article).

1

*Santa Monica Airport (SMO) shortened its runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the Affected Areas. SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the Affected Areas (See above Exhibit 10 - Santa LA Times Article).

1

PUBLIC CONTROVERSY:

*The Expanded Terminal has a cumulative, compounding effect on FAA prior actions (the current flight path and proposed procedures) that have been demonstrated to be "highly controversial on environmental grounds" under NEPA Rule 1050 1F 5-2 (10). Highly controversial is defined as "opposition on environmental grounds to an action, by a Federal, state or local government agency, or by a ... a substantial number of the persons affected by such action...." Such opposition occurred during the comment period for the proposed procedures, SLAPP TWO and OROSZ THREE, ending November 18, 2018 as exhibited by the protests of thousands of community members (evidenced by the Petition signed by almost 3,500 people – Exhibits 14A/14B – Flight Path Petition Signatures/Comments); 392,000 noise complaints filed (Exhibit 15 -Airnoise Stats, attached electronically only due to size of file SEPARATE PDF NOT WRAPPED), the opposition of current paths and proposed procedures by elected local, state, and federal officials (Exhibit 16A-16M – Official Letters); the opposition by Burbank Airport itself (Exhibit 17 - Burbank Original Request, and see above Exhibit 11 - Section 175 Request); the over-capacity turnout at the October 18, 2018 Burbank-Glendale-Pasadena Airport Authority meeting, high public turnout at FAA Workshops on November 7/8, 2018; and blanket press coverage, see SCFQS website Press Section at <https://www.studiocityforquietskies.com/copy-of-about>.

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Public Controversy continues during the comment period for BUR Expanded Terminal with high public turnout at the Public Scoping meeting on January 29, 2019, and a Petition opposing the Expanded Terminal, so far signed by more than 1,300 people (Exhibits 18A/18B – Terminal Petition/Comments). Many in the community are writing comment letters. However the FAA is effectively suppressing comments by not providing an email or portal option. To add to the confusion, FAA Federal Register Notice includes a website link for comments that is not actually functioning as such. Furthermore, the instructions to the public were not clear. It is confusing as to whether "submit by" means, "received by" or "postmarked by." We asked BUR to clarify to the public and they never did. Dee Phan of FAA admitted that instructions were unclear (Exhibit 19A - Email Exchange). We have received many comments on our website email and have been asked by the community to deliver them to the FAA. A few comment letters are included here (Exhibit 19B – Sampling of Community Letters). See also community videos, attached electronically only.

19

*Such controversy resulted in the agreement by ALL interested parties to move current path and proposed procedures over 101 freeway, or 101 freeway with dispersal north. Parties include:

- Benedict Hills litigants (Exhibit 20 - Taber Letter);
- Communities Represented by all local Quiet Skies groups;
- Los Angeles City Attorney (See above Exhibits 16A-C – City Attorney Letters) and City Council (Exhibit 21, 21A Resolutions);
- SMMC, MRCA, and other environment groups including Save Coldwater Canyon (SCC), Hillside Federation, and Friends of Griffith Park (Exhibit 22A-22E - Environmental Letters); and
- Burbank Airport (See above Exhibit 11 - 175 Request, Exhibit 17 - Original Request).

This route would also satisfy FAA stated requirement, revealed in Benedict Hills Settlement, of 3 miles lateral and 1000 feet vertical clearance (Exhibit 23 - Benedict Hills Settlement).

Impacts to Protected Department of Transportation, Section 4(f) Parkland:

*Under Section 4(f) of the U.S. Department of Transportation Act, the FAA must avoid potential impacts to "publicly owned parks, recreation areas (including recreational trails), wildlife and water fowl refuges, or public and private historic properties" (23 SFR 774). The FAA is required to look at all other alternatives to avoid overflying 4(f) protected parkland and has failed to do so. The new, more efficient Expanded Terminal must not move forward until the FAA abides by this statutory law and finds alternatives to the cumulative actions already taken by FAA/BUR. Viable alternatives have already been presented to the FAA in a comment letter by the City of Los Angeles, dated November 16, 2018, that the FAA has failed to consider thus far (See above Exhibit 16A-C – City Attorney Letters). The Expanded Terminal will further degrade our public parklands – our quiet refuge from noisy city life. It will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited. Mountains Recreation & Conservation Authority (MRCA) and Santa Monica Mountains Conservancy (SMMC) consider "quiet to be a critical component of the natural lands visitation experience"(SMMC Letter 1/28/19). The Expanded Terminal combined with other actions taken by FAA/BUR "contribute to a continually increasing level of impacts inconsistent with the recreational and quiet refuge values of the affected natural parklands" (See above Exhibit 22A - SMMC Letter).

FAA must consult with SMMC/MRCA and all park directors and managers, regarding FAA actions' and proposed action's effects on the parks' ability to provide all of their intended uses, including essential quiet refuge.

Biological Resources:

FAA must identify, consider, and analyze all potential impacts of Expanded Terminal in the Affected Area – direct, indirect, and cumulative – to wildlife, fish, plants, unique and endangered natural habitats, included in both parklands and natural open space, that are

essential to viability of wildlife, biodiversity, as well as wildlife corridors and connectivity. Impacts to be analyzed must include noise and air quality. FAA must consult with SMMC/MRCA and all other park directors and managers and jurisdictional government officials, regarding FAA's actions and proposed action's effects on the parks' ability to fulfill all of their intended uses, including that of essential quiet refuge.

Visual Effects

FAA must identify, consider and analyze all potential impacts of Expanded Terminal in the Affected Area– direct, indirect, and cumulative – to key visual resources in the affected areas. SMMC/MRCA own and manage over a dozen parklands in the affected area on the north face of the Santa Monica Mountains. Parklands include four legislatively established scenic overlooks along the Mulholland Scenic Parkway within the Santa Monica Mountains National Recreation Area. These natural parklands are incompatible with the visual disturbance of constant jet traffic flying at low altitudes overhead. Such use is an inappropriate and incompatible Land Use and further, denies the public the right to use and benefit from their public parklands, purchased with taxpayer dollars (See above Exhibit 22A - SMMC Letter and Exhibit 22B - MRCA Letter). FAA must consult with SMMC/MRCA and all other park directors and managers regarding FAA's actions' and proposed action's, negative impacts or visual effects.

Appropriate visual surroundings are also essential for enjoyment of cultural and historical resources, including historic structures and neighborhoods, as well as architectural resources. These cultural and historic resources are incompatible with the visual disturbance of constant jet traffic flying at low altitudes overhead. Such use is an inappropriate and incompatible Land Use. FAA must consult with all appropriate jurisdictional managers of these valuable resources regarding potential further negative impacts by Expanded Terminal on the public's enjoyment of these public resources.

Water Resources

FAA must identify, consider and analyze all potential impacts of Expanded Terminal in the Affected Area – direct, indirect, and cumulative – to key water resources in the affected areas. These may include surface waters, groundwater, and wild and scenic rivers, as well as wetlands and floodplains. The affected areas of FAA's actions and proposed action include multiple rivers and streams, lakes, ponds and reservoirs. Surface waters in Fryman Canyon, Dixie Canyon, Oakshire, and Streamview (Laurel Canyon) are affected by constant overflights (Exhibit 24 - WILDLIFE PILOT Study, 24A – Water Map). These impacts will be exacerbated by the Expanded Terminal and air pollution that falls to the ground when aircraft are flying below 3000 feet AGL. FAA must consult with all jurisdictional authorities and managers of these water resources, including SMMC and MRCA, in analyzing such impacts.

Climate

FAA must identify, consider and analyze all potential impacts of Expanded Terminal in the Affected Area– direct, indirect, and cumulative – on climate, greenhouse gasses, and climate change. Jets create vast amounts carbon pollution, particulates and other toxic substances that are responsible for some portion of climate change. Further, climate change has aircraft operational impacts and pushes jets into new areas (See above Exhibit 6 - Landrum Brown Study). Climate change has a negative impact on general quality of life, wildlife and natural habitats, and exacerbates fire risk.

According to Fortune Magazine (Exhibit 25 - 1/22/19 Fortune Magazine Article), “Air travel adds a significant amount of greenhouse gases into the atmosphere, with nearly 25% of emissions occurring during landing and take-off, according to a 2010 report from NASA.” This is of particular interest to those living, working, studying and visiting affected areas under the path.

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Historical, Architectural, Archaeological, and Cultural Resources, Including Historic Neighborhoods and Historic Cultural Monuments:

FAA must identify, consider and analyze all potential impacts of Expanded Terminal in the Affected Area – direct, indirect, and cumulative – to key Historical, Architectural, Archaeological, and Cultural resources in the affected areas, including historical neighborhoods and Historical Cultural Monuments. For example, one environmentally sensitive Historical Cultural Monument, the “Laurel Terrace Street Trees,” located on Cantura Street in Studio City, between Vantage and Rhodes Avenue” (#1082 on HCM list), lies directly under the flight path. (Exhibit 26 – HCM List of resources) A full list of City of Los Angeles Historic Cultural Monuments may also be found here:

<https://preservation.lacity.org/sites/default/files/HCMDatabase%23040118.pdf>

There are many, state, local, and federal historic properties and neighborhoods in the Affected Area, as well as National Register-Properties and City of Los Angeles Historic Cultural Monuments. The Los Angeles Conservancy also lists historic places on their website: <https://www.laconservancy.org/explore-la/historic-places>

A list of historic resources, prepared by Historic Resources Group, including neighborhoods in the immediate area of overflights may be found here:

http://preservation.lacity.org/sites/default/files/SO-SC-TL-CP%20Survey%20Report%202.26.13_HPLAEdit_0.pdf

FAA must consult with all local, state, and federal agencies in analyzing potential impacts in all study areas.

Noise and Noise Compatible Land Use -- Mountainous Topography Amplifies All Cumulative Impacts:

*Hillside/canyon acoustics exacerbate noise. Many of those in the Affected Areas live in the Santa Monica Mountain range and foothills at elevations of 800 to well over 1000 feet, thereby making aircrafts' effective Above Ground Level (AGL) altitude lower than if overflying flat land. Noise concentrates in bowl-like canyons and sustains and bounces off mountains in all directions, creating more noise for everyone, even spilling and deflecting to neighborhoods outside the immediate hillside area. The FAA/BUR has failed to consider this aggravating circumstance when taking previously cumulative actions to re-route low-flying jets over this type of terrain and must consider, study, and measure the unique topography when considering how the Expanded Terminal will further amplify already devastating cumulative noise impacts.

*FAA has not actually studied and measured hillside acoustics in affected communities. Noise must be measured not modeled. Any EIS addressing cumulative impacts of Replacement Terminal must include **actual** noise measurements, including Single Event measurement, in all regions of the affected area, i.e. under the footprint of current and proposed departure procedure and wind arrival paths. Noise measurement must be capable of considering topographical effects of sustained reverberation/echo, and bounce. Noise metric must account for both high frequencies (dB A) and low frequencies (dB B) and measure accurately – including both the high-pitched whines of private jets and the super low, visceral reverberations through the canyons. Pilots exit the airport and fly flat, gaining altitude slowly until, nearing terrain, and then gun the engines over the Affected Areas to gain speed. Actual noise measurement in the Affected Areas must be part of any EIS for the proposed Expanded Terminal.

Wind and Weather Impacts – Mountainous Topography

*Wind and weather paths are increasingly becoming the norm. Wind Day Paths bring arrivals over affected communities instead of departures (Exhibit 27A-C – Southern Wind Day Arrivals). Extremely low landing altitudes over terrain with many obstacles increase danger to aircraft and passengers as well as to those on the ground. Significant health risks are magnified. The efficiency of the state-of-the-art Expanded Terminal will increase the frequency of low altitude arrivals and contribute to an already dangerous action taken by FAA/BUR.

Safety Impacts – Mountainous Topography:

*Increasingly, simultaneous departures and arrivals (Exhibit 28A and 28B - Webtrak), often within 1,200 feet of each other, are occurring over mountainous terrain (Exhibit 28C – Webtrak). This practice contributes to and significantly worsens the dangerous cumulative safety impacts and the welfare of our communities. The new, more efficient Expanded Terminal will increase this phenomenon. It will also increase the sheer number and frequency of aircraft traversing the mountains at lower altitudes, thereby compounding the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires that will spread through the Santa Monica Mountains (Exhibit 28D – Webtrak Aircraft Over Mountainous Topography). Lack of ingress and egress

through the terrain make it impossible for emergency vehicles to pass. This is exceedingly reckless and constitutes a dereliction of the FAA's obligation to society.

Health Impacts of Noise and Degraded Air Quality:

*The new, more efficient Expanded Terminal will increase the already burdensome cumulative negative health effects from constant, low-flying jets over elevated terrain that degrade air quality and cause serious health problems:

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-Health effects of jet pollution are severe. Jet fuel emissions are a toxic stew of benzene and hazardous chemicals. At or below 3,000 feet (mixing level), particulates fall to the ground rather than being absorbed in the atmosphere. Fine particulate emissions are dangerous and cause respiratory disease, heart disease and cancer. Children and the elderly are "sensitive receptors" and are most susceptible. Air quality degradation will be increased, threatening the health of residents, students, and visitors. The greater the volume and frequency of jet overflights, the greater the pollution, and the greater the cumulative health risk (Exhibit 29 - Health Effects - Time magazine/How Loud Noise Exposure is Linked to Heart Disease 2/6/2018; Exhibit 30 - Health Effects -- Sonic doom_ how noise pollution kills thousands each year _ Life and style _ The Guardian).

-Health effects of noise are severe. According to the World Health Organization and a Columbia University study, noise has been proven to cause heart and lung disease, strokes and even reduce longevity (Exhibit 31-Health Effects WHO Europe Press Release noise guidelines for Europe released; Exhibit 32 - Health Effects Lawmaker Urges LaGuardia Flight Path Changes - WSJ). The greater the volume and frequency of jet over flights, the greater the cumulative health risk.

-Noise increases disruption in schools and interferes with students' ability to learn (Exhibit 33 – Air pollution linked to “huge” reduction in Intelligence; Exhibit 34 – Business Insider Article - Air pollution leads test scores to drop over time_ study). Hillside schools are not designed to be under a flight path. They were not built near an airport or freeway and therefore do not have soundproofing, triple paned windows, or air filtration. Flight frequency due to the higher efficiency of the proposed Expanded Terminal will increase cumulative impacts already suffered by our children as a result of previous actions taken by FAA/BUR.

*Any EIS addressing cumulative impacts of Replacement Terminal must include actual testing of air quality in all regions of the Affected Area; under the footprint of current and proposed departure procedure and wind arrival paths.

Economic Impacts:

*The new, more efficient Expanded Terminal will increase the economic loss already experienced in the Affected Areas.

-Negative effects on local businesses and restaurants will increase.

-The film industry centered in Studio City is already disappearing due to current unauthorized flight paths that a New Terminal would exacerbate. TV and film shoots in Studio City and Sherman Oaks - a critical part of our local economy, with CBS Television Studios a huge contributor of jobs and local tax revenues - would be severely affected by the Expanded Terminal. Crews already have to "hold a shot" every 90 seconds as a flight passes due to other cumulative actions already taken by FAA/BUR. Many on-location shoots are simply moving elsewhere due to the constant noise (Exhibit 35A-35C - Letters from Community in Film Industry).

-Home values have already been impacted and are on the decline. Research shows living under a flight path may reduce a home's value up to 29% (Exhibit 36 - The Impact of Airport Noise on Residential Real Estate By Randall Bell, MAI; July 2001).

Cumulatively, this in turn, causes a massive reduction in tax revenues to the City of Los Angeles.

Construction Environmental Impacts:

*Residents near BUR and along the soil export route have grave concerns about vast amounts of contaminated soils traversing their neighborhoods, potentially exposing them to dangerous materials. Residents near BUR also have concerns about the growth of the airport, as well as increased traffic surrounding the airport, and air pollution from traffic.

5

Mitigation:

*Based on prior actions taken by FAA/BUR, mitigation of harm must be implemented before plans for the proposed terminal can continue. The damaging and unreasonable cumulative impacts resulting from BUR/FAA action, as evidenced by widespread public controversy, must be addressed and resolved. Meanwhile, all plans for the proposed Expanded Terminal must immediately cease.

-FAA must address and consider request from BUR to use Section 175 of the FAA Reauthorization Act to create dispersed lateral tracks away from the 4(f) protected Santa Monica Mountains. Use of Section 175 has the support of the City of Los Angeles through its Resolution dated 2/27/19 (See above Exhibit 21A - Resolution). All aircraft are capable of making early turn 15 seconds sooner so that turn is made over noise corridor of the freeway (See Exhibits 37A-37D - Tight Turns).

-FAA must thoroughly analyze all possible departure routes, in all directions, even if some route require design modification. This must be determined before final design of Replacement Terminal or any further design or construction.

-FAA must consider moving waypoints to the 101 freeway, which would satisfy the requests of Benedict Hills litigants; Communities Represented by all local Quiet Skies groups; Los Angeles City Attorney and City Council; SMMC, MRCA, and other environment groups including Save Coldwater Canyon (SCC), Hillside Federation, and Friends of Griffith

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Park; and Burbank Airport, as well as meet FAA's safety standard of 3 miles lateral and 1000 feet vertical separation from arrivals runway 8, as stated in Benedict Hills Settlement (See all Exhibits 14-23 listed in Public Controversy section above).

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-FAA must consider a full "reset" of BUR path to the historical dispersed path as written but not currently flown.

Alternatives:

Other alternatives must be considered such as:

*Replacement Passenger Terminal in Southwest Quadrant to allow for more efficient departures to East and North.

*Redesign/Airfield Configuration: Modify and regrade the 15/33 Runway so it can be regularly used for northern takeoffs. BUR has stated that Northern takeoffs are impossible in windless conditions. We have evidence of Northern takeoffs in calm weather situations (Exhibits 38A-38E – Webtrak).

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*Redesign/Airfield Configuration: Create New Departure Procedures considering a dedicated Runway for Southwest Airlines, Burbank's largest carrier, to depart to the north. BUR has stated that Northern takeoffs are impossible in windless conditions. We have evidence of Northern takeoffs in calm weather situations (See above Exhibits 38A-38E – Webtrak).

*Redesign/Airfield Configuration: Create New Departure Procedures to accommodate departures on other runways, in other directions to reduce southwestern departures (Exhibit 39 - Procedure for LESS CAPABLE Aircraft/Metroplex Map 2016).

*Redesign: Create New "Wind" Arrival Procedures to provide alternatives to unsafe practice of descending over mountainous terrain. We have Webtrak evidence in wind conditions of aircraft both departing and arriving in the north (Exhibit 40A-40D – Webtrak).

*Redesign: Create alternate procedures for some "less competent jets" that can't always complete their turns prior to the 101 freeway. Use the arrival runway 8 to head east or straight out west (See above Exhibit 39 - Procedure for LESS CAPABLE Aircraft/Metroplex Map 2016).

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*Restore the pre-Nextgen, historical 6-mile wide flight path, proven safe for decades. This track is still written in the Federal Register but is not flown the way it is written (Exhibit 41 – BUR Existing Procedures).

*Develop procedures to achieve rapid vertical gain (optimized climb profile), such as in use by John Wayne Airport for noise abatement. Jets ascend rapidly and turn. Such procedures would minimize affected area by accomplishing turns to north and east in the

[vicinity of the airport, rather than in the protected Santa Monica Mountains. According to JWA, “airlines are required to meet noise limits, but how those limits are achieved is up to them” (Exhibit 42 – JWA Vertical Gain Procedures).]	
[*Reroute the flights east or southeast over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the air noise and pollution. Los Angeles receives all the negative impacts with no reward or profit (See Exhibit 16H - Congressman Sherman’s Letter).]	
[*Create alternate tracks in ALL directions. There is webtrak evidence of numerous successful northern departures by all jets (See Exhibits 38A-38C - Webtrak), as well as eastern departures (Exhibit 38F -Webtrak).]	9
[*Transfer or shift some of the General Aviation or Cargo operations to another existing public airport (or airports) in Southern California.]	5
[*Retire all General Aviation operations. The Expanded Terminal will encourage more General Aviation including large jets that are not subject to BUR's voluntary curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.]	51
[*Retire or reduce Cargo operations. The Expanded Terminal will encourage more cargo and heavier, slow-to-gain-altitude jets that are not subject to curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.]	5
[*Relocate the airport to a less populated area. The Expanded Terminal will have Metrolink connections to Antelope Valley and Ventura. These high-speed rail lines are two-way. A New Airport designed to meet all FAA standards could be located on the other end of either line in a less densely populated area.]	5

SUBMITTED BY:

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STUDIO CITY FOR QUIET SKIES

List of Exhibits

Exhibit 00 and 0 – Future, foreseeable capacity -heavier jets; Webtrak of 767 1/1/19

Exhibit 1 - Scoping enplanement projections;

Exhibit 2 – Excel Growth/Enplanements 31% increase

Exhibit 3 - LA Curbed Article 2/7/19

Exhibit 4 - Air Carrier (excel) ops up 25%, are 56.4% of all ops;

Exhibit 5 - SCAG Summary of Airfield Analysis for BUR

Exhibit 6 - Landrum & Brown Study

Exhibit 7 - Proposed Procedures

Exhibit 8 - Ian Gregor 40% growth/Los Angeles City Council seeks FAA transparency on Hollywood Burbank Airport

Exhibit 9 – Van Nuys Airport Study

Exhibit 10 – LA Times Santa Monica Airport will close in 2028

Exhibit 11 – BUR Section 175 Letter

Exhibit 12 – LA Times BUR closes out 2018 highest passenger count

Exhibit 13 – Growth takes off at VNY

Exhibit 14 – Petition re Change Path

Exhibit 15 – Petition Comments re Change Path

Exhibit 16A – City Attorney Letter to FAA

Exhibit 16B – City Attorney November 18 Letter to FAA

Exhibit 16C – City Comment letter August 2018 to FAA

Exhibit 16D – Councilmember Krekorian Letter to FAA

Exhibit 16E – Councilmember Krekorian/City Extension Letter to FAA

Exhibit 16F – Councilmember Ryu Letter to FAA

Exhibit 16G - Councilmember Ryu Letter

Exhibit 16H – Congressman Sherman Letter November 2018 to FAA

Exhibit 16I – Congressman Sherman Letter August 2018 to FAA

Exhibit 16J – State Senator Hertzberg Letter to FAA

Exhibit 16K – Assemblyman Nazarian Letter to FAA

Exhibit 16L – City of LA FAA FOIA Appeal and Supplemental Comments

Exhibit 16M – Studio City Neighborhood Council Letter to FAA

Exhibit 17 – BUR Letter to FAA re Move Path

Exhibit 18A – Petition re Terminal Comments

Exhibit 18B – Petition re Terminal Signatures

Exhibit 19A – Email Exchange with Dee Phan of FAA

Exhibit 19B – Sampling of Community Letters

Exhibit 20 – Taber Comment Letter

Exhibit 21A– City Resolution re Section 175

Exhibit 21B – City Resolution Opposing Flight Path

Exhibit 22A – SMMC Letter to FAA

Exhibit 22B – MRCA Letter to FAA

Exhibit 22C – Nazarian/Krekorian Letter to SMMC/MRCA

Exhibit 22D – Save Coldwater Canyon Letter to FAA

Exhibit 22E – Hillside Federation Letter to FAA

Exhibit 22F – Friends of Griffith Park Letter to FAA

Exhibit 23 – Benedict Hills Settlement Agreement

Exhibit 24 – Wildlife Pilot Study

Exhibit 24A – Map of Bodies of Water in Santa Monica Mountains

Exhibit 25 – Fortune Magazine Climate Change Article

Exhibit 26 - Historic Cultural Monuments List

Exhibit 27A – Wind Days – Northern Departures Rapid Vertical Gain

Exhibit 27B – Wind Day Arrivals Over Mountains

Exhibit 27C – Wind Day Arrivals Over Mountains

Exhibit 28A – Simultaneous Departures/Arrivals Over Mountains

Exhibit 28B – Simultaneous Departures/Arrivals Over Mountains

Exhibit 28C – Departures and Arrivals – No Separation over Mountains

Exhibit 28D – Webtrak Aircraft Over Mountainous Topography

Exhibit 29 – Time Magazine – Health Effects of Loud Noise and Heart Disease

Exhibit 30 – The Guardian – Health Effects Sonic Boom Noise

Exhibit 31 – WHO Europe – Health Effects Noise Guidelines

Exhibit 32 – Wall Street Journal – Lawmaker Urges Flight Path Change

Exhibit 33 – Modern Diplomacy – Learning – Air Pollution Reduces Intelligence

Exhibit 34 – Business Insider - Learning – Air Pollution Drop in Test Scores

Exhibit 35A – Film Industry Letter (Stein/McGuire)

Exhibit 35B – Film Industry Letter (Crosswaite)

Exhibit 36 – Airport Noise and Real Estate

Exhibit 37A – Tight Turns SWA and UPS

Exhibit 37B - Tight Turns FedEx and Alaska Airlines

Exhibit 37C - Tight Turns AMF and FedEx

Exhibit 37D - Tight Turns AMF, SKW, and FedEx

Exhibit 38A – Northern Departure Calm Conditions

Exhibit 38B - Northern Departure Calm Conditions

Exhibit 38C - Northern Departure Calm Conditions

Exhibit 38D - Northern Departure Calm Conditions

Exhibit 38E - Northern Departure Calm Conditions SWA, SWA, JSX

Exhibit 38F – Eastern Departures

Exhibit 39 – East West Procedure for Less Capable Aircraft

Exhibit 40A - Northern Arrivals and Departures

Exhibit 40B - Northern Arrivals and Departures

Exhibit 40C - Northern Arrivals and Departures

Exhibit 40D – Northern Arrivals and Departures

Exhibit 41 – BUR Existing Procedures Appendix A

Exhibit 42 – Vertical Climb

The attachments to this letter are available upon request

C. COMMENT LETTER #2



STUDIO CITY FOR QUIET SKIES

FEBRUARY 28, 2019

OFFICIAL COMMENTS RE CEQA/FEIR UNDERLYING BURBANK'S NEW EXPANDED TERMINAL

COMMENT TWO OF TWO COMMENTS

Outdated CEQA Environmental Report Requires Repeat Study or Revision:

The outdated CEQA FEIR, certified by the Authority on 6/28/16, does not reflect substantial changes in operations and FAA actions made since its certification. FAA must not rely on any data or finding within the FEIR in preparing an EIS. Therefore, the FEIR should be repeated or revised. For reference, please see Burbank documents at <https://burreplacementterminal.com/documents/>.

California Environmental Quality Act (CEQA) Prepared PRIOR to the Following Changes:

-2017 NextGen changes in flight path: FEIR Appendix K states, "Since April 2013 Part 150 Study, flight tracks have not changed. No option would have effect on flight tracks" (K-3). However, in early 2017 BUR's departure flight path did indeed change, shifting south, newly impacting thousands of people without notice or study. Since then, all departing jets overfly Santa Monica Mountain communities, close to 200 times daily with 95%+ of all aircraft now passing through the south gate (See Studio City For Quiet Skies Main Terminal Comment One "Comment One" – Exhibit 6 - Landrum and Brown Study). The FAA admitted that the hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains "Affected Areas" under the new flight path have not been studied (Attached To This Comment "Comment Two" Exhibit 1 – FAA Statement in Daily News Article).

-Other damaging cumulative impacts: Due to actions taken by the FAA, more cumulative impacts to the Affected Areas occurred that were not included in the 2016 FEIR. Such

impacts include: lower altitudes from NextGen procedures; change in Van Nuys flight departures path – moving departures south and east to travel the same path as BUR, but in the opposite direction (Comment One Exhibit 9 – VNY Study); 15% annual growth at VNY; impending closure and runway shortening at SMO driving more jets to both BUR and VNY (Comment One Exhibit 10 – SMO Closure).

-BUR changes in fleet: BUR has made many changes in their fleet, resulting in an increased number of larger, heavier jets. For example, in November 2018 Executive Director Frank Miller reported that BUR replaced smaller 50 seat RJ50 regional jets with 145 seat 737s (<https://youtu.be/1iYTyk2WiAg> at 1:27:24). Therefore, the claim that the fleet mix will be “identical” in the future is false (Comment Two Exhibit 2 - Flight Path and Fleet Mix)

-Tremendous increase in passenger growth: Since 2016, Burbank Airport “enplanements” and total passengers have increased by 31%. (Comment One Exhibit 2 – Enplanements up 31%) Projections included in the CEQA study are unrealistic and do not reflect recent growth and some have already been surpassed. FEIR estimates of operations are much lower than FAA’s projections presented in the scoping meeting – even while FAA’s projections represent far a smaller increase than we are experiencing now (Comment Two Exhibit 3 – Operations Growth). (Comment Two Exhibit 4 – CEQA Terminal Operations Projections) In addition, statistics from BUR airport prove that the largest and most disruptive category of aircraft, Air Carriers and Air Taxis, have grown by 25% in the last 3 years. In additions, Enplanements are up 31% in 3 years. If Enplanements (passengers) were to continue growing at the current rate of 11.07% annually, for a total of 5.2 million passengers -- then by 2029 enplanements would be 4.5 million, and a total of 9 million passengers.

-SCAG analysis (dramatic changes in projections): Southern California Association of Governments (SCAG) Regional Aviation Aircrafts Analysis of Airport Capacity Constraints Technical Memorandum presented the following scenario: Currently Burbank’s operations mix, combined Air Carrier and Air Taxi, is at 58% -- higher than the highest projections from the SCAG 2015 study, surpassing the most aggressive scenario, depicted in Table 19 below, of 10,794,000 – 11,817,000 passengers annually (Comment One Exhibit 5 – SCAG).

Maximum Annual Passenger Volume

The annual passenger volume was estimated from the range of ASV as shown in **Table 19**. Three scenarios were considered:

- Scenario 1: The mix of operations for air carriers and air taxi assumes the historical annual pattern in 2013 (see Figures 16 and 17). i.e. 50 percent commercial operations. The average passenger per aircraft was based on the historical average seat capacity and load factor for each category of carriers (see Table 18).
- Scenario 2: The mix of operations for air carriers and air taxi carriers follows the highest monthly percentage for commercial operations (see Figure 18). i.e. 54 percent commercial operations. The average passenger per aircraft is the same as Scenario 1.
- Scenario 3: The mix of operations for commercial and commuter carriers adopts the 2032 forecast operations from the Airport Planning Forecast given in Appendix F of the BUR 14 CFR part 150 Study Noise Exposure Map Update, April 2013. i.e. 56 percent commercial operations. The load factor was increased to 85 percent. This represents the high scenario.

Table 19: Summary of Airfield Analysis for BUR – Estimated Annual Passenger Volume

		Scenario 1	Scenario 2	Scenario 3
Mix of Operations	Air Carrier	38.00%	40.50%	46.00%
	Air Taxi	12.00%	13.50%	10.00%
	Total Commercial	50.00%	54.00%	56.00%
Average Passengers per Operations	Air Carrier	95	95	116
	Air Taxi	9	9	17
Estimated Maximum Annual Passengers	FAA Study (50 operations per hour)	7,299,000	7,792,000	10,794,000
	FAA Study (55 operations per hour)	8,032,000	8,574,000	11,877,000
Estimated Maximum Annual Passenger Volume		Estimated Airfield Capacity: 7.3 to 11.9 MAP		

Source: Burbank Bob Hope Airport, <http://www.burbankairport.com/home/about-airport/abouttheairport.html>; Meeting with BUR, October 2014; and AECOM analysis.

²¹ Meeting with BUR, October 2014.



The 2016 FEIR does not reflect any of these significant changes, thereby rendering it flawed, and thus no longer relevant. A new CEQA study must be completed that takes into account these cumulative impacts.

In addition, there are multiple serious omissions in the DEIR and FEIR. The area studied does not include the Affected Areas under the 2017 flight path change. There is no consideration of the current and future impacts to the biological resources, health, safety, noise, Section 4(f) parklands, historic and cultural monuments and neighborhoods; water resources and land use, in Affected Areas.

Measure B/Joint Power Agreement (CEQA Requirement):

In 2015, after decades of conflict between the Authority and the City of Burbank, the two parties developed a Conceptual Term Sheet for a replacement passenger terminal that stipulated the following:

- The Authority would receive a vested right to build a replacement passenger terminal on an airport-zoned property, including the proposed former Lockheed B-6 Plant site.
- The City of Burbank would receive certain governance protections to be created and documented in a Joint Power Agreement (JPA) governing the Authority.
- A California Environmental Quality Act (CEQA) analysis must be completed by the Authority for the replacement passenger terminal.

The Authority prepared an EIR for the replacement passenger terminal and ancillary projects to comply with the requirements of CEQA and the JPA and issued a Notice of Determination certifying the EIR in July 2016. On October 28, 2016, Frank R. Miller, executive director of the Airport, sought assurances from the FAA, that there would be no increase in departures to the east over Glendale/Pasadena if the existing terminal were removed. On October 31, 2016, he was assured by Glen A. Martin of the FAA, that the “restriction would remain if the existing terminal was removed” (Comment Two Exhibit 5A and 5B – F. Miller letter page 1 and 2; Comment Two Exhibit 6 – G. Martin FAA letter). The Agreement provided further protections for the City of Burbank via new rules that gave the Burbank Commissioners “supermajority” voting rights so that they could control the future of the Airport (Comment Two Exhibit 7- Joint Powers Agreement; Comment Two Exhibit 8 – The Agreement). Thus, the City of Burbank secured assurances that their voters would be protected from jet noise and pollution and Measure B passed in favor of the replacement passenger terminal by roughly 70 percent. With the passage of Measure B, the provisions contained in the JPA between the Authority and the City of Burbank became effective.

*For additional background information, refer to FAA Replacement Terminal Project Background and EIS Process: <https://bobhopeairporteis.com/about/background-eis-process/>

Opportunity for Self-Dealing:

The Burbank-Glendale-Pasadena Airport Authority (Authority or Airport Sponsor) prepared the EIR and certified the EIR, with no oversight other than from the cities that share in Airport profits. As the Lead Agency on the project, the Airport Authority can determine that the needs of the proposed project outweigh detrimental adverse environmental effects. Is the Burbank Airport Authority allowed to be the judge, jury and executioner for Los Angeles’ protected parkland and wildlife preserves?

No Protections For Los Angeles:

Measure B was on the ballot in November 2016 and passed with **20,110 Burbank voters** in favor of the measure. Los Angeles did not get to vote, however hundreds of thousands of LA residents are negatively affected by Burbank Airport’s noise and pollution. **The expansion will make it worse.** (Comment Two Exhibit 9 – Hollywood Burbank Airport Closes out 2018...)

There are no protections for residents of Los Angeles even though Los Angeles is the chief recipient of Burbank Airport’s exported noise and pollution. BUR extends into Los Angeles

on two sides. Air traffic traverses only a small portion of the City of Burbank, and for a very short distance, right after takeoff and just before arrival. The remainder of the time, Burbank's almost 400 low departures and arrivals occur over Los Angeles.

Governing State Law:

Under California State law, the EIR should be repeated or a supplemental report should be required.

State of California PUBLIC RESOURCES CODE Section 21166: When an environmental impact report has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:

(a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.

(b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.

(c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

(Amended by Stats. 1977, Ch. 1200.)

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STUDIO CITY FOR QUIET SKIES

The attachments to this letter are available upon request

D. RESPONSES TO COMMENT LETTERS

1. The Proposed Action will not increase the number or change the type of aircraft operating at the Airport, nor does it propose to change any airspace procedures. A discussion of the changes in air pollutant emissions resulting from the Proposed Action will be provided in the Air Quality section in Chapter 4 of the Draft EIS. In addition, a discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS. A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.
2. NEPA requires a discussion of the affected environment, or the environment of the area(s) to be affected or created by the alternatives under consideration (see 40 CFR 1502.15). Two study areas will be identified for use in describing existing conditions in the Airport area and evaluating the potential impacts of the Proposed Action and any reasonable alternatives. These two areas—identified as the Detailed Study Area and the General Study Area—will be described and illustrated in the Affected Environment chapter of the Draft EIS.
3. The square footage of the proposed replacement passenger terminal building is greater than the square footage of the existing passenger terminal building; however, the replacement passenger terminal building is proposed to have the same number of aircraft gates that are at the existing passenger terminal building.

In the cumulative impact analysis for the Draft EIS, the FAA will include past, present, and reasonably foreseeable actions in the project study area.

4. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

Forecasted growth at the Airport will be presented in the Purpose and Need chapter of the Draft EIS.

5. The Authority and the City of Burbank developed a Conceptual Term Sheet in 2015 for a replacement passenger terminal that stipulated the following:
 - The Authority would receive a vested right to build a 14-gate replacement passenger terminal on an airport-zoned property, including the proposed former Lockheed B-6 Plant site.

- The City of Burbank would receive certain governance protections to be created and documented in a Joint Power Agreement (JPA) governing the Authority.
- A California Environmental Quality Act (CEQA) analysis must be completed by the Authority for the replacement passenger terminal.

City of Burbank citizens then voted on the replacement passenger terminal, as required by Measure B, in the November 2016 election. Measure B passed in favor of the replacement passenger terminal by roughly 70 percent. Thus, the Proposed Action is for a 14-gate replacement terminal. If the Authority wanted to add more aircraft gates in the future, a change to the Conceptual Term Sheet would be required. Any change to the Conceptual Term Sheet would require coordination between the Authority and City of Burbank, as well as a vote from City of Burbank residents.

A discussion of what is included in the Proposed Action will be provided in the Alternatives chapter of the Draft EIS.

6. The Proposed Action would not increase the operational capacity of the airfield at the Airport or affect the inherent annual service volume of the Airport. The growth in enplanements has been occurring with the existing terminal and is not related to the potential for a replacement terminal. The ability of the Airport to accommodate air carrier, cargo, military, and general aviation operations is a function of the number and configuration of the runway system, and air traffic operational procedures and supporting navigational aids. Growth in the number of aircraft operations at the Airport would be the result of the demand of the flying public and efforts by the airlines to accommodate this growth, as well as other factors independent to the replacement terminal. This growth is reflected in the FAA-approved Terminal Area Forecast (TAF), which will be used as the basis for the future number of aircraft operations at the Airport and utilized for the analysis in this EIS. The potential impacts of the Proposed Action as compared to the No Action Alternative will be analyzed and disclosed in this EIS as required by NEPA.
7. The Proposed Action would not increase the operational capacity of the airfield at the Airport or affect the inherent annual service volume (i.e., enplanements) of the Airport. The ability of the Airport to accommodate air carrier, cargo, military, and general aviation operations is a function of the number and configuration of the runway system, and air traffic operational procedures and supporting navigational aids. The Proposed Action does not change the number or configuration of the runway system. Jet size is constrained by the length and configuration of the runways which will not change. Growth in the number of

aircraft operations at the Airport would be the result of the demand of the flying public and efforts by the airlines to accommodate this growth, as well as other factors independent to the replacement terminal. This growth is reflected in the FAA-approved TAF, which will be used as the basis for the future number of aircraft operations at the Airport and utilized for the analysis in this EIS. The potential environmental impacts of the Proposed Action as compared to the No Action Alternative will be analyzed and disclosed in this EIS as required by NEPA.

8. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS. The Proposed Action includes the construction of an 8,000-square-foot replacement airline cargo building, the construction of an 8,000-square-foot ground support equipment (GSE) and passenger terminal maintenance building, and the demolition of a 16,000-square-foot airline cargo and GSE maintenance building. Thus, no expansion of airline cargo facilities is included as part of the Proposed Action.
9. The Proposed Action does not include construction of any new general aviation facilities. The relocation of the Aircraft Rescue and Firefighting (ARFF) facility from the hangar in the northwest quadrant of the Airport to a new ARFF facility in the northeast quadrant would allow the hangar in the northwest quadrant to become available for general aviation uses. The FAA does not have the authority to direct or place influence upon general aviation (GA) aircraft operators to shift their activity and services from one airport to another or to operate at specific times of the day. In addition, the Airport Sponsor does not have the authority to place restrictions on a targeted segment of the general aviation fleet that operates at the Airport or any other public use airport.

The Proposed Replacement Terminal Project would not result in changes to the Airport's runway configuration, timing of operations, or airspace. Additionally, the Proposed Replacement Terminal Project is not expected to result in changes to the aircraft fleet mix because the type of aircraft operating at the Airport is limited by the length of the runways, not the size of the terminal. No change in the length of either runway at the Airport is proposed as part of the project. Finally, the GA jets do not use the terminal for their operations, the enplanement of pilots and their guests, or the loading of cargo. Therefore, the type of general aviation aircraft that would operate at the Airport in the future would be the same as the type of aircraft that operate at the Airport today.

10. A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.
11. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.

12. The Draft EIS will analyze and disclose the potential environmental impacts resulting from the proposed replacement passenger terminal project (Proposed Action) at the Bob Hope "Hollywood Burbank" Airport (Airport) and will discuss them in Environmental Consequences chapter of the Draft EIS. This analysis will include various impact categories of concern expressed in the scoping comments such as air quality, noise, socioeconomic impacts, children's health, etc. However, the purpose of the EIS is not to address existing conditions at the Airport, but to evaluate the future conditions that would result when comparing the Proposed Action and any reasonable alternatives to the No Action Alternative. The Proposed Action will not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. In addition, the Proposed Action would have no effect on the number of aircraft operations or destinations served by airlines.
13. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The two projects are not connected actions. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.

For this EIS, the Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

A discussion of any potential changes in the noise environment using FAA-approved noise metrics for California (CNEL) will be provided in the Noise and Noise-Compatible Land Use section of the Environmental Consequences and Mitigation Measures chapter in the Draft EIS.

14. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The two projects are not connected actions. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For further information on the EA for airspace please go to the following link:
https://www.faa.gov/air_traffic/community_involvement/bur/.
15. Because the Proposed Action would not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace, addressing the use of Section 175 of the FAA Reauthorization Act is not appropriate for this EIS.
16. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. The Terminal Area Forecast (TAF) is the official FAA forecast of aviation activity for U.S. airports. The TAF contains historical and forecast data for enplanements, airport operations, Terminal Radar Approach Control (TRACON) operations, and based aircraft.

The TAF assumes a demand driven forecast for aviation services based upon local and national economic conditions as well as conditions within the aviation industry. In other words, an airport's TAF forecast is developed independent of the ability of the airport and air traffic control system to furnish the capacity required to meet demand. The growth in enplanements at the Airport occurring under the existing and forecasted conditions is not affected by the potential for a replacement passenger terminal building.

A discussion of any potential changes in the noise environment using FAA-approved noise metrics for California (CNEL) will be provided in the Noise and Noise-Compatible Land Use section of the Environmental Consequences and Mitigation Measures chapter in the Draft EIS.

17. In the cumulative impact analysis for the Draft EIS, the FAA will include past, present, and reasonably foreseeable actions. The shortening of the runway at SMO is not within the General Study Area identified in Chapter 3 of the Draft EIS. Therefore, the shortening of the runway at SMO as a cumulative project is not within the scope of this EIS. A discussion of cumulative impacts will be included in the Environmental Consequences and Mitigation Measures chapter of the Draft EIS.

18. A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.

The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.

19. Comment noted.
20. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.
21. The Proposed Action would occur on-Airport property and not result in a direct effect to the Santa Monica Mountains Recreation Area. A discussion of the impacts to recreational areas will be provided in the Section 4(f) section of the Environmental Consequences and Mitigation Measures chapter of the Draft EIS. In addition, a discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section of the Environmental Consequences and Mitigation Measures chapter of the Draft EIS.
22. An analysis of potential impacts to biological resources as a result of the Proposed Action as compared to the No Action Alternative will be included in the Biological Resources section in Chapter 4 of the Draft EIS. In addition, a discussion of the impacts to Section 4(f) resources will be provided in the Section 4(f), Noise, and Air Quality sections in Chapter 4 of the Draft EIS.
23. An analysis of visual effects, Section 4(f), noise, and air quality impacts within the Detailed Study Area will be included in the Visual Effects, Section 4(f), Noise, and Air Quality sections in Chapter 4 of the Draft EIS. The impacts to 4(f) resources, including parks and historic structures eligible for the National Register, will be evaluated.

24. An analysis of water resources impacts within the Detailed Study Area will be included in the Water Resources section in Chapter 4 of the Draft EIS.
25. An analysis of potential impacts associated with climate will be included in the Climate section in Chapter 4 of the Draft EIS.
26. An analysis of the impacts to historic resources within the General Study Area will be included in the Historical, Architectural, Archeological, and Cultural Resources section of the Draft EIS. Additionally, the FAA is required to consult with the State Historic Preservation Officer, as well as relevant Tribal Historic Preservation Officers, for impacts to resources eligible for listing in the National Register of Historic Places prior to affecting such resources. Consultation efforts will be presented in the Draft EIS.
27. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

A discussion of any potential changes in the noise environment using FAA-approved noise metrics for California (CNEL) will be provided in the Noise and Noise-Compatible Land Use section of Chapter 4 in the Draft EIS.

Additionally, the Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft flight patterns from the Airport. For updates on that EA, see

https://www.faa.gov/air_traffic/community_involvement/bur/.

28. A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.
29. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace, including flight paths.

A discussion of any potential changes in the noise environment using FAA-approved noise metrics for California (the Community Noise Equivalent Level [CNEL]) will be provided in the Noise and Noise-Compatible Land Use section of

the Environmental Consequences and Mitigation Measures chapter in the Draft EIS.

30. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section of the Environmental Consequences and Mitigation Measures chapter in the Draft EIS.

31. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace.

A discussion of the changes in air pollutant emissions resulting from the Proposed Action will be provided in the Air Quality section of the Environmental Consequences and Mitigation Measures chapter of the Draft EIS. 1 under air quality topical – 260 and 1 under proposed action topical

32. The Proposed Action would not result in any change in aircraft operations. An analysis of the potential changes in air pollutant emissions that would occur as a result of the Proposed Action as compared to the No Action Alternative will be included in the Air Quality section of the Draft EIS. In addition, an analysis of the effects on children's health and environmental justice populations will be included in the Socioeconomics, Environmental Justice, and Children's Health and Safety section of the Draft EIS.

A discussion of any potential changes in the noise environment will be provided in the Noise and Noise-Compatible Land Use section in Chapter 4 of the Draft EIS.

33. A discussion of any potential impacts to economic activity that would be required as a result of the Proposed Action will be provided in the Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks section of the Environmental Consequences and Mitigation Measures chapter of the Draft EIS.

34. The direct, indirect, and cumulative impacts associated with the No Action Alternative, the Proposed Action, and reasonable alternatives will be identified and disclosed for the environmental resource categories defined in FAA Order 1050.1F and FAA Order 5050.4B, such as Socioeconomics Impacts, and included in the Environmental Consequences and Mitigation Measures chapter of the Draft EIS.

35. If applicable, construction mitigation measures to account for fugitive dust will be disclosed in the Air Quality section of the Draft EIS. An analysis of the potential changes in air pollutant emissions as result of the Proposed Action as compared to the No Action Alternative will be included in the Air Quality section in Chapter 4 of the Draft EIS. In addition, an analysis of impacts related to hazardous waste as a result of the Proposed Action as compared to the No Action Alternative will be included in the Hazardous Materials, Pollution Prevention, and Solid Waste section in chapter 4 of the Draft EIS.

An evaluation of construction noise and any potential changes in operations noise that would occur as a result of the Proposed Action as compared to the No Action Alternative will be included in the Noise and Noise-Compatible Land Use section of the Draft EIS. Noise levels will adhere to FAA standards in 14 CFR Part 150 Airport Noise Compatibility Planning.

All potential project-related surface traffic impacts will be discussed in the Socioeconomics (including surface traffic), Environmental Justice, and Children's Environmental Health and Safety Risks section in Chapter 4 of the Draft EIS.

36. A list of cumulative projects will be developed and presented in Chapter 3 of the Draft EIS and analyzed in the Cumulative Impacts section in Chapter 4 of the Draft EIS.
37. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The proposals are independent projects and are not connected actions. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For more information on the EA for airspace please see the following link: https://www.faa.gov/air_traffic/community_involvement/bur/.

Because the Proposed Action would not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace, addressing the use of Section 175 of the FAA Reauthorization Act is outside the scope of this EIS.

38. The Proposed Action does not involve changes to any airspace procedures.
39. The Proposed Action does not involve any changes to any airspace procedures.
40. An alternative of constructing a replacement passenger terminal in the southwest quadrant of the Airport will be included in Chapter 2 of the Draft EIS.

41. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.
42. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.
43. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.
44. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.
45. The Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of

that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.

46. The Proposed Action would not result in any change in aircraft operations. All alternatives that meet the purpose and need of the Proposed Action will be analyzed in the Draft EIS. One of the alternatives to the Proposed Action is to move the airport to another location (see Chapter 2 of the Draft EIS). If this alternative meets the purpose and need of the Proposed Action, then it will be fully analyzed in the Draft EIS.

In addition, the Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.

47. The Proposed Action would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. Therefore, an alternative associated with flight paths is outside the scope of this EIS.
48. The Proposed Action would not result in any change in aircraft operations. All alternatives that meet the purpose and need of the Proposed Action will be analyzed in the Draft EIS. One of the alternatives to the Proposed Action is to move the airport to another location (see Chapter 2 of the Draft EIS). If this alternative meets the purpose and need of the Proposed Action, then it will be fully analyzed in the Draft EIS.
49. The Proposed Action would not result in any change in aircraft operations. In addition, the Proposed Action does not involve changes to any airspace procedures. The proposal regarding airspace departure procedures is an independent project subject to a separate environmental review. The Air Traffic Organization of the FAA has announced that a separate Environmental Assessment (EA) will be prepared that addresses the proposed amendments to the existing aircraft departure routes from the Airport. Public involvement and input will be part of that EA process. For updates on that EA, see https://www.faa.gov/air_traffic/community_involvement/bur/.
50. All alternatives that meet the purpose and need of the Proposed Action will be analyzed in the Draft EIS.

51. The FAA does not have the authority to direct or place influence upon general aviation (GA) aircraft operators to shift their activity and services from one airport to another or to operate at specific times of the day. In addition, the Airport Sponsor does not have the authority to place restrictions on a targeted segment of the general aviation fleet that operates at the Airport or any other public use airport.

The Proposed Replacement Terminal Project would not result in changes to the Airport's runway configuration, timing of operations, or airspace. Additionally, the Proposed Replacement Terminal Project is not expected to result in changes to the aircraft fleet mix because the type of aircraft operating at the Airport is limited by the length of the runways, not the size of the terminal. No change in the length of either runway at the Airport is proposed as part of the project. Finally, the GA jets do not use the terminal for their operations, the enplanement of pilots and their guests, or the loading of cargo. Therefore, the type of general aviation aircraft that would operate at the Airport in the future would be the same as the type of aircraft that operate at the Airport today.

52. The FAA does not have the authority to direct or place influence upon air cargo aircraft operators to shift their activity and services from one airport to another or to operate at specific times of the day. In addition, the Airport Sponsor does not have the authority to place restrictions on a targeted segment of the air cargo fleet that operates at the Airport or any other public use airport.

The Proposed Replacement Terminal Project would not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, or airspace. In addition, no expansion of airline cargo facilities is included as part of the Proposed Action (see Response #8, above).

53. All alternatives that meet the purpose and need of the Proposed Action will be analyzed in the Draft EIS. One of the alternatives to the Proposed Action is to move the airport to another location (see Chapter 2 of the Draft EIS). If this alternative meets the purpose and need of the Proposed Action, then it will be fully analyzed in the Draft EIS.
54. Comments regarding the environmental review documentation prepared in compliance with the California Environmental Quality Act are outside the scope of this EIS.